Environmental Assessment
for
Improvements to the

I-195/Taunton Avenue/Warren Avenue Interchange
East Providence, Rhode Island

TECHNICAL MEMORANDUM NO. 3
HISTORICAL AND ARCHAEOLOGICAL DOCUMENTATION

Rhode Island Department of Transportation
and the
U.S. Department of Transportation
Federal Highway Administration

September 2007

PHASE I (a/b) ARCHAEOLOGICAL SENSITIVITY ASSESSMENT

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IMPROVEMENTS TO I-195/TAUNTON AVENUE/
WARREN AVENUE INTERCHANGE

East Providence, Rhode Island

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PAL Report No. 1724.01

April 2005

PAL Publications

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MANAGEMENT ABSTRACT

The City of East Providence and the Rhode Island Department of Transportation (RIDOT) have initiated a transportation study to provide improved access to the Interstate Highway System at the existing I-195/ Taunton Avenue/Warren Avenue interchange in East Providence, Rhode Island. Gordon R. Archibald, Inc. (GRA), prime consultant to the City of East Providence, is preparing an Environmental Assessment (EA) that analyzes the environmental impacts of the project, as well as design documents for the proposed improvements. GRA contracted PAL to assist in the preparation of the EA by conducting appropriate surveys to assess the potential impact of the project on significant cultural resources. The purpose of the Phase I(a/b) archaeological assessment survey presented in this technical report is to identify known archaeological resources, to assess the archaeological sensitivity of the I-195/Taunton Avenue/Warren Avenue interchange project area, and to make recommendations for the need for additional surveys, if warranted.

Information collected during the archival research and walkover survey was used to predict the locations and types of archaeological sites that could be expected within the I-195/Taunton Avenue/Warren Avenue Interchange project area. A review of the archaeological site files at the Rhode Island Historical Preservation & Heritage Commission do not identify any archaeological sites within the study area of the I-195/Taunton Avenue/Warren Avenue Interchange project area. A review of historic mapping and more importantly, historic aerial photographs, provided important information from which to draw conclusions about the archaeological sensitivity of the project area. Historic development within the corridor has been continuous and extensive with filling, cutting, and construction episodes. The extent of historic period disturbances in the study area associated with industrial, residential, and transportation development has most likely destroyed the integrity of any pre-contact period archaeological deposits and/or early post-contact period archaeological deposits. Based on our review of available materials, the project area for the I-195/Taunton Avenue/Warren Avenue Interchange has low archaeological sensitivity and no potential for containing intact archaeological deposits.

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CHAPTER ONE

INTRODUCTION

The City of East Providence and the Rhode Island Department of Transportation (RIDOT) have initiated a transportation study to provide improved access to the Interstate Highway System at the existing I-195/Taunton Avenue/Warren Avenue interchange in East Providence, Rhode Island (Figure 1-1 and Figure 1-2). The need to improve the I-195/Taunton Avenue/Warren Avenue interchange is two-fold. The existing interchange does not provide traffic movements to and from the east on I-195 and the current study is an opportunity to investigate means for providing these movements. Secondly, the City of East Providence has recently adopted the *East Providence Waterfront Special Development District Plan* ("Waterfront District Plan"), which details proposed improvements to 300 acres of currently underutilized waterfront property along the Providence and Seekonk rivers. The Waterfront District Plan calls for the redevelopment of the waterfront in a mix of land uses including commercial, residential, retail, and recreational. At the present time, development of the waterfront is hindered by a lack of complete access at the Taunton Avenue/Warren Avenue interchange. The present study provides an opportunity to investigate ways to improve this access.

Figure 1-1. Location of the City of East Providence in the State of Rhode Island.

Gordon R. Archibald, Inc. (GRA), prime consultant to the City of East Providence, is preparing an Environmental Assessment (EA) that analyzes the environmental impacts of the project, as well as design documents for the proposed improvements. GRA contracted PAL to assist in the preparation of the EA by conducting appropriate surveys to assess the potential impact of the project on significant cultural resources. The purpose of the Phase I(a/b) archaeological assessment survey presented in this technical report is to identify known archaeological resources, to assess the archaeological sensitivity of the I-195/Taunton Avenue/Warren Avenue interchange project area, and to make recommendations for the need for additional surveys, if warranted.

Figure 1-2. Location of the I-195/Taunton Avenue/Warren Avenue Interchange project area on the Providence, RI USGS topographic map.

Project Description

The proposed Improvements to the I-195/Taunton Avenue/Warren Avenue interchange will involve a number of build alternatives that essentially consist of modifications to the existing interchange through the construction of new roadways or ramps. Other options in lieu of interchange improvements will also be investigated, such as upgrading the local street system (Upgrade Alternative), improving traffic efficiency on the existing street system (Transportation System Management [TSM]), as well as a No-build or No-action Alternative.

Project Authority

The Improvements to the I-195/Taunton Avenue/Warren Avenue interchange will be partially funded by the Federal Highway Administration (FHWA) and thus is an undertaking subject to Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). Under Section 106, federal agencies are responsible for identifying resources listed in or eligible for listing in the National Register of Historic Places (National Register) and assessing the effects of their actions on them. The procedures prescribed in Section 106 are referred to as the "Section 106 process" and are set forth in regulations issued by the Advisory Council on Historic Preservation (ACHP), "Protection of Historic Properties" (36 CFR 800). The cultural resource surveys for this project were conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800), Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303), and the Rhode Island Historic Preservation Act (Rhode Island General Law 42-45).

Study Area and Area of Potential Effect

An Area of Potential Effect (APE) is defined as ". . . the geographic area within which the undertaking may cause changes in the character of or use of historic properties, if any such properties exist" [36 CFR 800.16 (d)]. A historic property is defined as ". . . any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior" [36 CFR 800.16(l)]. The establishment of a project APE is based on the potential for effect, which will differ for aboveground historic properties (historic districts, buildings, objects, and structures) and belowground historic properties (archaeological sites). For archaeological resources the primary impacts will be associated with construction impacts. Construction impacts are physical changes caused during and by project construction, as opposed to project operation, with the potential to damage all or part of a historic property or its setting.

The study area for the I-195/Taunton Avenue/Warren Avenue interchange project encompasses the area around the existing interchange and the I-195 corridor, as well side streets at the interchange area. The proposed upgrade alternative includes Warren Avenue from the interchange east to Broadway (Figure 1-3). For the purposes of this survey, the APE is defined as the area around the existing interchange where major ground disturbances will take place. To assess the archaeological sensitivity of the APE, the archaeological sensitivity assessment will examine the entire study area to identify known archaeological properties. Any additional archaeological surveys that may be required will be restricted

Figure 1- 3. Study area for the I-195/Taunton Avenue/Warren Avenue project area.

to areas of direct impact resulting from construction activities associated with the interchange improvements.

Disposition of Project Materials

All project materials are stored in acid-free Hollinger boxes with box content lists and labels printed on acid-free paper. These boxes are stored at PAL according to Secretary of Interior standards 36 CFR79 and RIDOT guidelines. PAL serves as a temporary curation facility until all project materials are transferred to the RIDOT Archaeological Collections Center at Woonsocket for permanent curation.

CHAPTER TWO

RESEARCH DESIGN AND METHODOLOGY

The goal of the Phase I(a/b) archaeological survey of the Improvements to the I-195/Taunton Avenue/ Warren Avenue interchange project is to locate and identify previously recorded or known significant archaeological resources that might be impacted by project construction activities, and to develop a sensitivity ranking for the project area to identify areas where intact archaeological sites are most likely to be encountered. To accomplish this objective, two research strategies were used:

- archival research, including a review of literature and maps; and
- field investigations, consisting of a walkover/drive over survey.

The archival research and walkover survey provided the information needed to develop environmental and historical contexts for the project area and develop a predictive model for archaeological sensitivity. Archaeological sensitivity is defined as the likelihood for belowground cultural resources to be present and is based on various categories of information:

- locational, functional, and temporal characteristics of previously identified cultural resources in the project area or vicinity; and
- local and regional environmental data reviewed in conjunction with existing project-area conditions documented during the walkover survey, and archival research about the project area's land-use history.

This report section describes the methods used during each of the archival research and field activities.

Evaluating Significance and Historic Contexts

The different phases of archaeological investigation (survey, evaluation, and data recovery) reflect preservation planning standards for the identification, evaluation, registration, and treatment of archaeological resources (National Park Service [NPS] 1983). An essential component of this planning structure is the identification of archaeological and traditional cultural properties that are eligible for inclusion in the National Register of Historic Places (National Register), the official federal list of properties that have been studied and found worthy of preservation. Archaeological properties can be a district, site, building, structure, or object, but are most often sites and districts (Little et al. 2000). Traditional cultural properties are defined generally as ones that are eligible for inclusion in the National Register because of their association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity

of the community (Parker and King 1998). The results of professional surveys and consultation with Native American or other ethnic communities are used to make recommendations about the significance and eligibility of archaeological and traditional cultural properties.

An archaeological property may be pre-contact, post-contact, or contain components from both periods. Pre-contact (or what is often termed "prehistoric") archaeology focuses on the remains of indigenous American societies as they existed before substantial contact with Europeans and resulting written records (Little et al. 2000). In accordance with the NPS guidelines, the term "pre-contact" instead of "prehistoric" is used unless directly quoting materials that use the term "prehistoric." The date of contact varies across the country and in the New England region. There is no single year that marks the transition from pre-contact to post-contact. Post-contact (or what is often termed "historical") archaeology is the archaeology of sites and structures dating from time periods since significant contact between Native Americans and Europeans. Documentary records as well as oral traditions can be used to better understand these properties and their inhabitants (Little et al. 2000). Again, for reasons of consistency with the NPS guidelines, the term "post-contact" instead of "historical" is used when referring to archaeology unless directly quoting materials that use the term "historical."

The NPS has established four criteria for listing significant properties in the National Register (36 CFR 60). The criteria are broadly defined to include the wide range of properties that are significant in American history, architecture, archaeology, engineering, and culture. The quality of significance may be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. The criteria allow for the listing of properties:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
B. that are associated with the lives of persons significant in our past; or
C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. that have yielded, or may be likely to yield, information important to prehistory or history.

Archaeological and traditional cultural properties can be determined eligible for listing in the National Register under all four criteria (Little et al. 2000; Parker and King 1998). Significance under any of these criteria is determined by the kind of data contained in the property, the relative importance of research topics that could be addressed by the data, whether these data are unique or redundant, and the current state of knowledge relating to the research topic(s). A defensible argument must establish that a property "has important legitimate associations and/or information value based upon existing knowledge and interpretations that have been made, evaluated, and accepted" (McManamon 1990:15).

The criteria are applied in relation to the historic contexts of the resources. A historic context is defined as follows:

> A historic context is a body of thematically, geographically, and temporally linked information. For an archaeological property, the historic context is the analytical framework within which the property's importance can be understood and to which an archaeological study is likely to contribute important information (Little et al. 2000).

For traditional cultural properties, a historic context is further defined as follows:

> A historic context is an organization of available information about, among other things, the cultural history of the area to be investigated, that identifies "the broad patterns of development in an area that may be represented by historic properties" (48 FR 44717). The traditions and lifeways of a planning area may represent such "broad patterns," so information about them should be used as a basis for historic context development. Based on federal standards and guidelines, groups that may ascribe traditional cultural values to an area's historic properties should be contacted and asked to assist in organizing information on the area (Parker and King 1998).

The formulation of historic contexts is a logical first step in the design of an archaeological investigation and is crucial to the evaluation of archaeological and traditional cultural properties in the absence of a comprehensive survey of a region (NPS 1983:9). Historic contexts provide an organizational framework that groups information about related historic properties based on a theme, geographic limits, and chronological periods. A historic context should identify gaps in data and knowledge to help determine what is significant information that may be obtained from the resource. Each historic context is related to the developmental history of an area, region, or theme (e.g., agriculture, transportation, waterpower), and identifies the significant patterns of which a particular resource may be an element. Only those contexts important to understanding and justifying the significance of the property must be discussed.

Historic contexts are developed by:

- identifying the concept, time period, and geographic limits for the context;
- collecting and assessing existing information within these limits;
- identifying locational patterns and current conditions of the associated property types;
- synthesizing the information in a written narrative; and
- identifying information needs.

"Property types" are groupings of individual sites or properties based on common physical and associative characteristics. They serve to link the concepts presented in the historic contexts with properties illustrating those ideas (NPS 1983; 48 FR 44719).

The following research contexts have been developed to organize the data relating to the Native American and Euro-American cultural resources identified within the proposed project area:

- pre-contact and contact period land use and settlement patterns in the Providence and Seekonk river drainages, circa (ca.) 12,500 to 450 years before present (B.P.); and

- post-contact period land use and settlement patterns of East Providence ca. A.D. 1650 to present.

Environmental and cultural contexts, along with expected property types and locational patterns, are discussed in detail in Chapters 3 and 4. The potential research value of the known and expected archaeological resources identified within the Improvements to the I-195/Taunton Avenue/Warren Avenue interchange project area is evaluated in terms of these historical contexts. This evaluation, along with management recommendations, is presented in Chapter 5.

Background Research

Finding the information necessary to develop a historical context and assess the potential for archaeological resources begins with the examination of primary and secondary documentary sources. These sources include written and cartographic documents relating both to past and present environmental conditions and to pre- and post-contact period resources in or close to the project area. This background information assists in the formulation of predictive models or statements about the project area, and is an integral part of an assessment survey. Variables within each category of background data are used to define the overall archaeological and historical context of the project area.

The following sources were reviewed as part of the background research for the proposed project area:

State Site Files, Artifact Collection Reports, and Town Reconnaissance Surveys

The state site files at the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) were reviewed to locate any recorded archaeological sites in or close to the project area. In addition, reports issued by the RIHPHC were reviewed, including the statewide preservation report for East Providence (Longstreth 1976), the statewide preservation plan (RIHPC 1986), and the *Performance Standards and Guidelines for Archaeological Projects* (RIHPHC 1997).

Cultural Resource Management Reports

Cultural resource management (CRM) reports conducted in the vicinity of project were reviewed. These included numerous reports for the East Providence Industrial Highway (Rainey and Ritchie 1992, 1999; Ritchie 1983; Simon and Gallagher 1981), Kettle Point (Pagoulatos and Ritchie 1987; Ritchie and Gallagher 1987), West Bay Manor (Davin 1984) and Algonquin Gas (Adams and Kierstead 1996; Jones-Garmil and Doucette 1995; Miller 1993; Miller and deVieth 1996) in East Providence. Beyond East Providence, reports for the Providence Covelands study (Artemal et al. 1981, 1983, 1984), I-195 (Deaton and Mair 2003; Garman et al. 1997; Miller and Cochrane 1993), I-95 (Russo and Garman 1999), Read Farm (Barnes 1975), and Butler Hospital (Glover and Harrison 1991; Harrison and Glover 1994) were reviewed.

Histories and Maps

General histories (Bayles 1891; Bicknell 1920; Conforti 1976; McLoughlin 1986) and historical maps and atlases (Anthony 1803, 1823; Beers 1870; Chace 1914; Everts & Richards 1895; Greene 1886; Hopkins 1875, 1882) were examined to assess changes in land use, to locate any documented structures, and to trace the development of transportation networks, an important variable in the location of historic sites. Town, county, state, and regional histories and historical maps and atlases were consulted to

locate possible historical sites within and close to the project area. Additionally, aerial orthophotographs of the project area were downloaded from the Rhode Island Geographic Information System (GIS) web site and reviewed to track changes in the general area from 1939 to 1992 (RIGIS 1939, 1951, 1962, 1972, 1981, 1992).

Environmental Studies

Bedrock and surficial geological studies provide information about the region's physical structure and about geological resources near the project area. The United States Department of Agriculture (USDA) Soil Conservation Service soil survey supplied information about soil types and surficial deposits within the project area and the general categories of flora and fauna that these soil types support (Rector 1981). In addition, studies of past environmental settings of New England were consulted.

Field Review

A walkover/drive over survey was conducted to collect environmental information and to examine the current physical condition of the project area. Environmental information noted the presence, types, and extent of fresh water; drainage characteristics; presence of bedrock outcrops and level terraces; and the steepness of slopes. The current physical condition of the project area is largely defined by the presence, absence, and degree of previous disturbance to the natural landscape.

Another purpose of the walkover was to note surface indications of archaeological sites. While archaeological sites in New England are most often found belowground, artifact scatters are sometimes exposed on the surface through cultural and natural processes such as road use, gravel pitting, construction activity, or erosion. Historic site types that might be visible include stone foundations, stone walls, trash deposits, and dams. If a historic farmstead is present within the project area, it is possible a cellar hole and associated landscape features such as stone walls, orchards, fields, and ornamental herbage may be observed. However, given the highly urbanized nature of the project area, typical surface markers or indications of archaeological sites were generally absent.

Archaeological Sensitivity Assessment

Information collected during the archival research and walkover survey was used to develop a predictive model of potential site types and their cultural and temporal affiliation. The development of predictive models for locating archaeological resources has become an increasingly important aspect of CRM planning.

The predictive model considers various criteria to rank the potential for the I-195/Taunton Avenue/ Warren Avenue Interchange project area to contain archaeological sites. The criteria are proximity of recorded and documented sites, local land use history, environmental data, and existing conditions. The project area was stratified into zones of expected archaeological sensitivity to determine which areas would be tested.

Pre-Contact Period Archaeological Sensitivity

Archaeologists have documented 12,000 years of pre-contact Native American occupation of the region, and oral traditions of some contemporary tribes tell of a 50,000-year cultural legacy. Prior to 7,000 years ago, peoples focused primarily on inland-based resources, hunting and collecting along the Northeast's waterways. After 7,000 years ago, settlement became more concentrated within the region's major river drainages. By 3,000 years ago, concurrent with a focus on coastal and riverine settlement, large populations were living in nucleated settlements and developing complex social ties, with language, kinship, ideology, and trade linking peoples across the Northeast. During the centuries prior to European contact, these groups began to coalesce into the peoples known as Pocumtucks, Nipmucks, Massachusetts, Wampanoags, Pokanokets, Mohegans, Pequots, and Narragansetts. The chronology of the pre-contact period is presented in detail in Chapter 4. Assessing the pre-contact archaeological sensitivity of any given project area depends on a consideration of past and present geographical and ecological characteristics, known site location databases, and knowledge of distinctive temporal and cultural patterns.

The choices that pre-contact Native Americans made about where they settled, how they organized themselves, and their technologies were all results of the dynamic relationship between culture and environment. Predictive modeling for larger-scale site location in southern New England has its roots in academic research including Dincauze's (1974) study of reported sites in the Boston Basin and Mullholland's (1984) dissertation research about regional patterns of change in pre-contact southern New England. Peter Thorbahn applied ecological modeling and quantitative spatial analysis, synthesizing data from several hundred sites in southeastern New England (Thorbahn et al. 1980), demonstrating that the highest concentration of pre-contact sites occurred within 300 meters (m) of low-ranking streams and large wetlands. The distribution of sites found along a 14-mile I-495 highway corridor in the same area reinforced the strong correlations between proximity to water and site locations (Thorbahn 1982). These and other large-scale projects provided data toward developing models of Native American locational and temporal land use (MHC 1982; RIHPC 1982) that became the foundation for site predictive modeling employed during CRM surveys through the next two decades.

Today, assessment of archaeological sensitivity within a given project area, and the sampling strategy applied to it, continues to take existing physiographic conditions into consideration but at multiple scales, from bedrock geology, to river drainages, to microenvironmental characteristics. These categories of data are used to establish the diversity of possible resources through time, the land use patterns of particular cultures, and the degree to which the landscape has been altered since being occupied (Leveillee 1999). Increasingly, social and cultural perspectives, as reflected in both the archaeological and historical records (Johnson 1999), and as expressed by representatives of existing Native American communities (Kerber in press), are being taken into consideration when assessing archaeological sensitivity. Archaeological sampling strategies have also been evaluated and refined through applications of quantitative analyses (Kintigh 1992).

Geologic data provide information about lithic resources and current and past environmental settings and climates. Bedrock geology helps to identify where pre-contact Native Americans obtained raw materials for stone tools and gives indications of how far from their origin lithic materials may have

been transported or traded. The variety and amount of available natural resources are dependent on soil composition and drainage, which also play a significant role in determining wildlife habitats, and forest and plant communities.

Geomorphology assists in reconstructing the paleoenvironment of an area and is particularly useful for early Holocene (PaleoIndian and Early Archaic Period) sites in areas that are different physically from 10,000 years ago (Simon 1991). Recent landscape changes such as drainage impoundments for highways and railroads, the creation of artificial wetlands to replace wetlands affected by construction, or wetlands drained for agricultural use, can make it difficult to assess an area's original configuration and current archaeological potential (Hasenstab 1991:57).

Beyond predicting where sites are located, archaeologists attempt to associate cultural and temporal groups with changes in the environmental settings of sites. Changes in the way pre-contact Native Americans used the landscape can be investigated through formal multivariates such as site location, intensity of land use, and specificity of land use (Nicholas 1991:76). However, distinguishing the difference between repeated short-term, roughly contemporaneous occupations and long-term settlements is difficult, and can make interpreting land use patterns and their evolution problematic (Nicholas 1991:86).

Contact Period Archaeological Sensitivity

The contact period in New England roughly dates from AD 1500 to AD 1650, and predates most of the permanent Euro-American settlements in the region. This period encompasses a time when Native and non-Native groups interacted with one another through trade, exploration of the coastal region, and sometimes conflict. While contact period sites are usually associated with Native American activity during this period, they can also include sites utilized by Native and non-Native groups such as trading posts.

Native settlement patterns during the contact period are generally thought to follow Late Woodland traditions, but with an increased tendency toward the fortification of village settlements. Larger village settlements are frequently expected along coastal and riverine settings, often at confluences. Inland villages are known to occur near swamp systems, which were exploited both as resource areas and as places of refuge in the event of attack. Such sites would likely contain material remnants reflecting the dynamics of daily life, trade, and a preparedness for defense.

The identification of contact period deposits is most frequently tied to the types of artifacts located within archaeological sites. Unfortunately, the majority of the archaeological data for this period in southern New England comes from the analysis of grave goods within identified Native American burial grounds, rather than from habitation sites and/or activity areas (Gibson 1980; Robinson et al. 1985; Simmons 1970). The available data suggest that sites dating to this period often contain traditionally pre-contact features and artifacts (e.g., storage pits, chipped-stone tools) as well as non-Native trade goods and objects (e.g., glass beads, iron kettles and hoes) (Bragdon 1996). The earliest contact period sites are often located at or near the coast and estuarine margin, since European visits to New England occurred via ship. Non-Native artifacts passed from the coastal region to the interior through trade and/or seasonal travel.

Post-Contact Period Archaeological Sensitivity

The landscape of a project area is used to predict the types of post-contact period archaeological sites likely to be present. Major locational attributes differ according to site type. Domestic and agrarian sites (houses and farms) are characteristically located near water sources, arable lands, and transportation networks. Industrial sites (e.g., mills, tanneries, forges, and blacksmith shops) established before the late nineteenth century are typically located close to waterpower sources and transportation networks. Commercial, public, and institutional sites (e.g., stores, taverns, inns, schools, and churches) are usually situated near settlement concentrations with access to local and regional road systems (Ritchie et al. 1988).

Written and cartographic documents aid in determining post-contact period archaeological sensitivity. Historical maps are particularly useful for locating sites in a given area, determining a period of occupation, establishing the names of past owners, and providing indications of past use(s) of the property. Town histories often provide information, including previous functions, ownership, local socioeconomic conditions, and political evolution, which is used in the development of a historic context and to assess the relative significance of a post-contact period site.

The written historic record, however, tends to be biased toward the representation of Euro-American cultural practices and resources, particularly those of prominent individuals and families. Archival materials generally are less sensitive to the depiction of cultural resources and activities associated with socioeconomically or politically "marginalized" communities (MacGuire and Paynter 1991; Scott 1994). These communities may include, but are not limited to, Native Americans, African-Americans, and "middling" farming or working-class Euro-Americans.

Several archaeological studies conducted throughout New England have demonstrated the methodological pitfalls of relying exclusively on documentary or cartographic materials as a means to identify potential site locations associated with these types of communities. A large-scale archaeological study by King (1988) showed that in rural areas only 63 percent of the sites discovered were identifiable through documentary research. This suggests that approximately one-third of New England's rural Euro-American archaeological sites may not appear on historic maps or in town and regional histories.

More recent archaeological and ethnohistoric studies in the region have focused on the identification of other historically "invisible" communities, notably post-contact Native American communities. Several townwide surveys in southeastern Massachusetts have compiled archaeological and historical data about eighteenth- and nineteenth-century Native and African American communities that are poorly represented or are altogether absent in written town histories (Herbster and Cox 2002; Herbster and Heitert 2004). In central Massachusetts, active and influential Native Americans have been identified through archival research despite the recorded "disappearance" of this group in the early eighteenth century (Doughton 1997, 1999). The cultural continuity of groups such as the Aquinnah Wampanoag is more thoroughly documented in archival sources, but until recently archaeologists focused their attention on pre-contact archaeological deposits. Current studies include predictive models for distinctly Native American post-contact sites, as well as interpretations of eighteenth- through twentieth-century archaeological sites (Cherau 2001; Herbster and Cherau 2002).

Other archaeological investigations have focused on worker housing and landscape organization within mixed-cultural mining communities in northern New England (Cherau et al. 2003); the social and spatial organization of a mixed racial community in western Connecticut (Feder 1994); and material culture and architectural patterns among nineteenth-century mixed African-American and Native-American households in central Massachusetts (Baron et al. 1996).

Information about post-contact period land use within a project area can also be collected through written and oral histories passed through family members and descendant communities. These types of information sources can often fill in gaps in the documentary record and provide details that are not available through more conventional archival sources. While informants and other oral sources are subject to contradictory interpretations just like the documentary record, this type of information can also provide important data for the identification and interpretation of archaeological sites. The sole use of and reliance on the written and oral historical records during archival research, however, can lead to an underestimation of the full range of post-contact period sites in any given region. Therefore, walkover surveys and subsurface testing, in conjunction with the critical evaluation of available documentary and cartographic resources, are required to locate and identify underdocumented post-contact sites.

CHAPTER THREE

ENVIRONMENTAL CONTEXT

Environmental features were important variables influencing Native American and historic period settlement and subsistence patterns throughout the past. Natural features and resources such as bedrock geology, soil drainage, vegetation, and location relative to major drainage systems and coastal bodies all affected past settlement location, type, and density, as well as the frequency of resettlement. Specific environments contained sets of natural resources while cultural and technological subsystems determined which of those resources past peoples could exploit. Knowledge of environmental data contributes to a clearer understanding of what natural resources were available to humans. From this data, information may be obtained about the locations and accessibility of lithic source areas, the chronology of plant and animal species and changes in their diversity and abundance, and seasonal availability of critical resources.

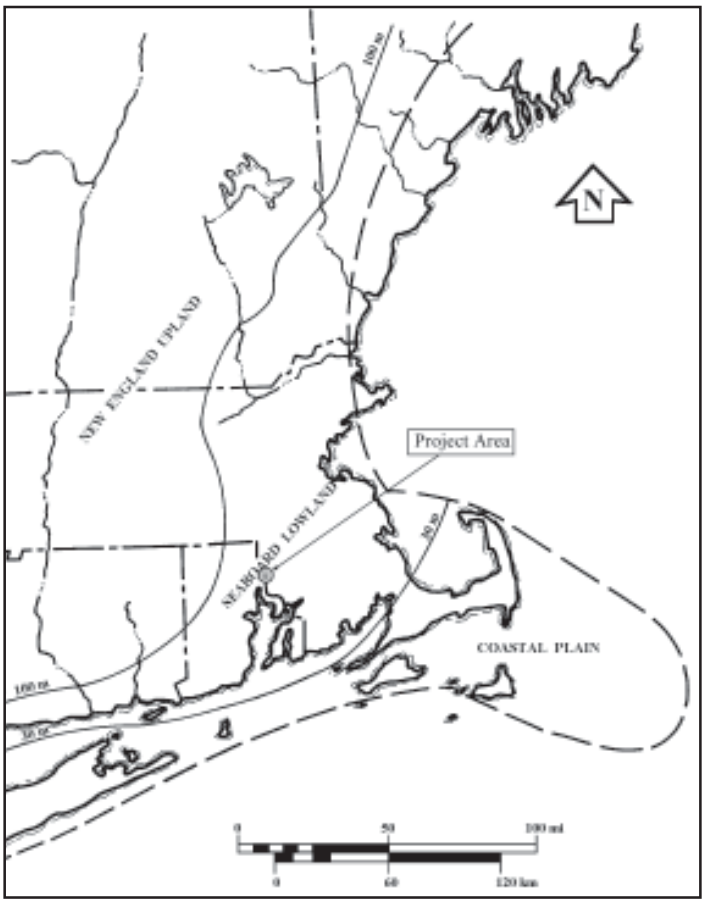

Figure 3-1. Physiographic zones of New England with location of I-195/Taunton Avenue/Warren Avenue Interchange project area (source: Rector 1981).

This chapter synthesizes the available geologic, hydrologic, climatic, and vegetation data for the greater East Providence area and the I-195/Taunton Avenue/Warren Avenue Interchange Improvement project area. The project area is located along a high bluff on the east bank of the Seekonk River in the city of East Providence. The Seekonk River is fed by the Blackstone and Ten Mile rivers and flows in a southerly direction to the Providence River, all elements of the upper Narragansett Bay drainage system. Physiographically, the site and its environs fall within the New England Seaboard Lowland zone, which divides the New England Uplands and the inundated seabed of the Coastal Plain (Figure 3-1). As is typical of most coastal lowland regions the project area's topography and surrounding relief are flat to gently rolling.

Geomorphology

Geologically, the project area lies within the Narragansett Basin, a large area of sedimentary bedrock underlying most of eastern Rhode Island and extending northeast into Massachusetts. This structural basin was created by processes that occurred during the Pennsylvanian period, approximately 290 to 340 million years ago. The basin is composed of clastic sedimentary rocks such as conglomerates, sandstones, shales, and meta–anthracite beds of coal (Quinn 1971). Over 50 miles in length along its greatest axis and ranging in width between 15 and 30 miles, the Narragansett Basin is the only large mass of Pennsylvanian-aged rocks in the northern Appalachian mountain system. Quinn (1971) describes the basin rocks as contrasting markedly with the older adjacent rocks, noting that "they lie unconformably on the older rocks, trend in different directions, include many layers of fossiliferous rocks and some unmetamorphosed rocks, and are generally lithologically dissimilar." Internal composition includes graywacke and arkose ranging from coarse conglomerate to shale. The surrounding bedrock is for the most part pre-Pennsylvanian igneous and metamorphic rocks. Within the Narragansett Basin, variability in the lithologic character of the rocks has made it possible to distinguish several formations, one of which is the Rhode Island Formation. The project is underlain by this formation, composed of metamorphosed sedimentary rocks including fine to coarse conglomerate, sandstone, graywacke, arkose, and shale (Quinn 1971) (Figure 3-2).

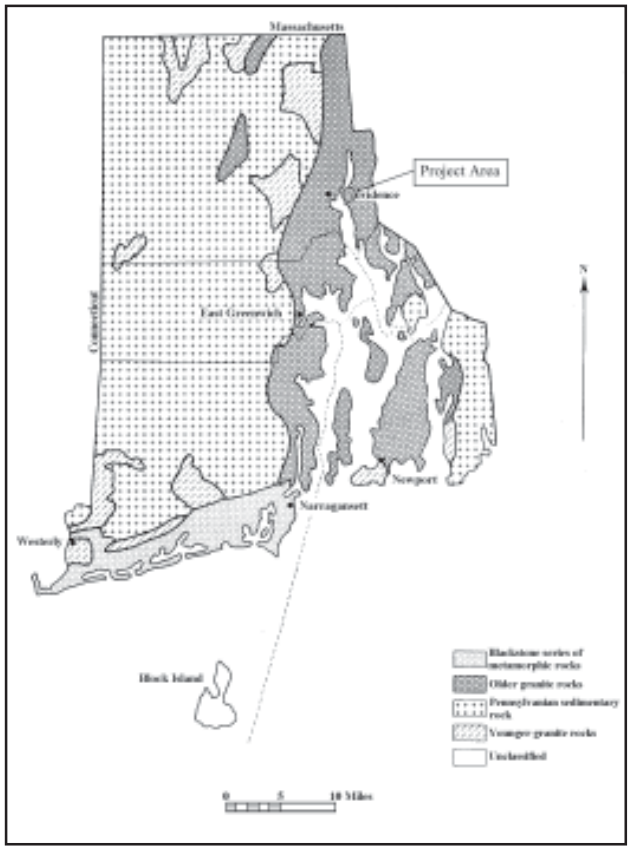

Figure 3-2. General bedrock geology map of Rhode Island with location of I-195/Taunton Avenue/ Warren Avenue Interchange project area (source: Rector 1981).

Archaeological evidence from the nearby Walker Point Site (RI 653) shows that the shales, sandstones, and arkose derived from the basin bedrock (Rhode Island Formation) were incorporated into the local stone tool industry at various times during Native American occupation in this area. Since exposures of the bedrock are not known in the immediate vicinity of the project area, the sources of these materials are assumed to be from outwash deposits exposed along the Seekonk River or perhaps the Ten Mile River. On the other hand, outcrops of other bedrock types within the Narragansett Basin did provide material used by prehistoric groups for stone toolmaking. For example, the Wamsutta Formation contains rhyolite flows that were an important source of raw materials. Cultural deposits from pre-contact sites found throughout the upper bay territory frequently contain artifacts and debitage of Attleboro red felsite, the term commonly used to describe Wamsutta formation volcanics.

The configuration of the modern day Narragansett Bay drainage system is the result of the structural character of the sedimentary basin rocks, which are relatively weak in resistance to erosion and weathering. As early as the Tertiary period, roughly 30 to 70 million years ago, stream erosion carved out the softer rocks of the basin, creating a series of deep river valleys (McMaster 1960). The dissection of the bedrock by pre-Pleistocene streams is evidenced by the presence of north-south trending buried river valleys beneath Narragansett Bay. Major drainage systems that comprise the upper Bay, including the Blackstone and Seekonk rivers, are offset to the east of the ancient channel configuration as described above (Figure 3-3).

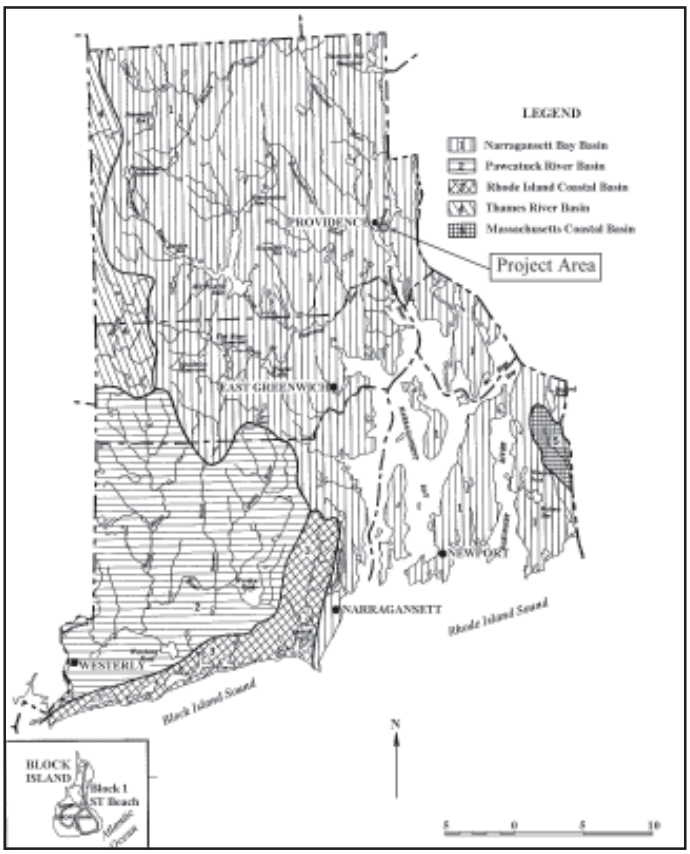

Figure 3-3. Drainage systems of Rhode Island with location of I-195/Taunton Avenue/Warren Avenue Interchange project area (source: Rector 1981).

During the Pleistocene, glacial ice moving through these older valleys during at least four separate glacial periods reshaped the landscape. The most recent period of glaciation is known as the Wisconsinan, which is estimated to have begun 75,000 years ago and ended about 10,000 years ago (Oldale 1992:33). Terminal moraine deposits on Nantucket and Martha's Vineyard represent the glacial maximum, which occurred approximately 21,000 years ago, when sea levels were about 300 feet (ft) lower than they are today (Oldale 1992:95). For the next several thousand years the massive ice lobes of the Wisconsinan glaciation decayed, and large volumes of meltwater flooded the coastal plain. Sea level rose rapidly as the extent of ice-free territory increased. Projected dates for the exposure of land in northern Rhode Island are uncertain, although it is generally accepted that by about 14,000 B.P. all of southern New England was free of ice.

Surficial Geology

The topography of southern New England is the result of glacial[1], fluvial, and coastal dynamics. Although the timing of the glacial maximum in southern New England is difficult to assess, it is likely that the Laurentide ice sheet reached its maximum between 25,000 and 21,000 years ago, covering all of Rhode Island south to the Ronkonkoma-Block Island-Martha's Vineyard Moraine (Lawson 1995). Following 21,000 years ago, glacial ice began its slow retreat inland resulting in the deglaciation of Rhode Island by ca. 15,000 years ago (Lawson 1995). The periodically advancing and receding ice sheet transported

[1] The Narragansett Indian Tribal Historic Preservation Officer informs that Narragansett oral histories do not acknowledge glaciation of the region. Narragansett Indian tribal position is one of continuous uninterrupted occupation of the region by the Narragansett extending back thousands of years.

a dense assortment of silt, sand, gravel and stone, known as glacial till. Ridges of till were deposited during the last glacial retreat forming the terminal moraine ridge of Charlestown along Rhode Island's southern coastline between 21,000 and 16,000 years ago (Lawson 1995).

The glacial advance and subsequent retreat eroded bedrock, realigned drainages, and deposited till, boulder erratics, and other material along its course. Flowing meltwaters and stationary blocks of ice created visible landforms such as glacial swamps, kames, eskers, terraces, moraines, and outwash plains. The erosional forces of wind and water continued to transform the southern New England surface as the glaciers slowly melted. Glacial meltwaters drained into the oceans resulting in the rise in sea level and transgression of the sea over the coastal sand and gravel outwash plain. A series of vegetative successions began by 14,000 years ago following soil deposition and development (Ogden 1977).

Glacial activity across Rhode Island resulted in four discrete topographic zones:

1. Upland till plains in the western part of the state away from the coast composed predominately of granite, schist, and gneiss rocks;
2. Narragansett till plains located predominately in Newport and the Narragansett Bay islands composed of glacial till from sedimentary rock, shale, sandstone, conglomerates, and coal;
3. Charlestown and Block Island moraines along the southern Rhode Island coastline marking the glacier's terminal southern extent; and
4. Outwash deposits of broad level plains of gravel, sand, silt, and clay along the western edge of Narragansett Bay (Rector 1981).

Soil Formation Processes

Soils are the product of "physical and chemical processes acting upon geological material" (Rector 1981:57). Glacial ice picked up and ground bedrock, fragments were then transported and deposited as a mixture of unweathered rock particles of various sizes. These sediments were separated and sorted by glacial meltwater. Strong winds distributed fine eolian (windblown) particles over the southern New England landscape. Vegetation became established, chemical processes of weathering increased, and rock sediments and decomposed vegetation developed into soils. The soils in the region have developed since the retreat of the glaciers (Rector 1981).

The majority of East Providence is covered by extensive glacial outwash deposits (Allen 1953) comprised of medium to coarse sand and gravel in the upper strata, and fine sand, silt, and clay in the lower strata. The project area marks the approximate northern boundary of a glacial moraine, which includes Fort Hill. The United States Department of Agriculture (USDA) soil survey report for Rhode Island has classified the majority of the project area as Udorthents-Urban land complex (Figure 3-4) (Rector 1981). Udorthents (UD) are moderately well drained to excessively drained soils that have been cut, filled, or eroded, as well as areas covered by buildings and pavement. Urdothents are typically cut or filled to depths/heights of 2 ft or more to create level areas for buildings. The various components of Urdothents are so intermixed that they cannot be separated. Urban Lands (UR) are also found in the project area. These soils are also unclassified as they are found in intensely built up environments and are primarily the sites of buildings, paved areas, and parking lots. Urban Lands may include Merrimac (MU), Canton (CB), Charlton, and Newport soils that cannot be confidently separated out. At the

Figure 3-4. Representative soils map for the I-195/Taunton Avenue/Warren Avenue Interchange (source: Rector 1981).

southern end of the project area, near Veterans Memorial Parkway and Fort Hill Hinckley gravelly sandy loams (HkC,D) have been identified. These rolling to hilly, excessively drained soils occupy terraces, outwash plains, kames, and eskers. They support woodland and openland habitats but are too dry to support wetlands (Rector 1981).

Postglacial Sea Level Change and the Development of Estuarine and Saltmarsh Environments

This section describes the biophysical characteristics of a typical southern New England estuarine environment and discusses estuarine development in Narragansett Bay.

An estuary is a semi-enclosed body of water that has free connection with the open sea and within which salt water is diluted with fresh water from land drainage (Pritchard 1967). Areas with variable levels of salinity within an estuary support different plant and animal communities. Estuarine formation in Narragansett Bay followed the retreat of the Wisconsin glaciation. As discussed in the beginning of this chapter, the physical structure of the bay consists of three drowned river valleys created during the Tertiary Period and now marked by the Eastern and Western Passages and the Sakonnet River. Prior to inundation, the rivers and streams were separated by high ground, presently marked by islands within the bay such as Conanicut, Prudence, and Aquidneck (McMaster 1984). Sea level rise following the retreat of the glacier was rapid, beginning approximately 15,000 B.P. and continuing until about 7000 B.P. (Nixon 1982:2). During the early Holocene warming period, the rapid sea level rise flooded the exposed continental shelf and numerous river systems along the Atlantic coast (Kennish 1986). The earliest Holocene salt marshes were located on the continental shelf and migrated landward as the sea level rose. Inundation of the river valleys of the lower Narragansett Bay region occurred about 9,000 years ago (McMaster 1984). By approximately 4,750 years ago most of Narragansett Bay had been flooded, with salt water extending as far north as the lower Providence River. Stabilization of the rate of sea level rise is suspected to have initiated formation of some early estuaries (Nixon 1982:2).

Numerous flooded river and stream drainages along the margin of Narragansett Bay created coves and inlets suitable for the formation of salt marsh environments (Leveillee and Van Couyghen 1990). According to data generated by Robert McMaster's (1984) study of the bay's Holocene stratigraphy and depositional history, the upper extent of salt water flooding had reached the lower Seekonk River by about 3500 B.P. The intensive exploitation of shellfish and other marine resources known to flourish in estuarine environments during the Middle and Late Woodland periods may be viewed as a correlate to the stabilization of these settings. After 1000 B.P. through the modern period, there seems to have been minimal change in sea level. This stability provided an opportunity for estuaries and tidal flats to mature and provide habitat for a wide range of plant and animal species in the upper bay.

Rhode Island Physiography

Combined archaeological and ethnohistorical data for the region prompted the RIHPC (1986) to demarcate six distinct "physiographic zones" within Rhode Island's present-day geographical borders. RIHPC's physiographic distinctions were based on Roger Williams's description and account of Narragansett Indian land use and society during the early seventeenth century (Williams 1973). Williams's observations assist archaeologists in formulating predictions about the expectation for certain Native American site types to be present within a project area, based on a comparison of a project area's

physiography with known seventeenth-century Narragansett Indian land use patterns. The combined physiographic contexts for Rhode Island include:

1. The Salt Pond Region
2. The Bay Area
3. The Near Interior
4. The Upland Interior
5. The Islands
6. Pre-5000 B.P. Context (RIHPC 1986).

The Salt Pond region is a group of low-lying estuaries along the southern coastline of the state. The Bay Area refers to an area of land less than 3 miles from the Narragansett Bay shoreline and an elevation of up to 100 feet, and roughly approximates the boundary between the mixed oak forest and the hemlock-northern hardwoods transition to the Near Interior. The Islands context is similar to both the Bay Area and Salt Pond Region physiographical contexts but pertains to landforms physically separated from the mainland and includes the Narragansett Bay islands (Aquidneck, Conanicut, Prudence, etc.) and Block Island.

The Near Interior physiographic zone is situated adjacent to the coastal zone and is analogous to the "thicke woodie bottomes" and valleys recorded by Williams (1973). The Near Interior does not exceed the 300-foot elevation around the coastal zone (Salt Pond, Bay Area, and Island contexts) and represents a transition zone between the coastal plain to the hemlock northern hardwoods forest. This area supports a high diversity of plant and animal species (RIHPC 1986). The Upland Interior physiographic context is a line of the northern hardwood forests above the 300-foot contour elevation around the Near Interior context (RIHPC 1986). The Upland Interior is modeled to coincide with the area of hunting camps described by Williams (1973) in 1643. The I-195/Taunton Avenue/Warren Avenue Interchange project area is located in the Bay Context physiographic zone of Rhode Island (Figure 3-5).

Figure 3-5. Rhode Island physiographic zones with location of I-195/Taunton Avenue/Warren Avenue Interchange project area (source: RIHPC 1986).

The Pre-5000 B.P. context is archaeologically underrepresented in the region. Recession of the glaciers, alterations of the landscape, successions in plant and animal communities, and subsidence of the coastline because of rising sea levels complicate the early archaeological record. Native American sites associated with the Pre-5000 B.P. context are always found in one or more of the previously discussed physiographic zones. Their depth

of time prevents archaeologists from irrefutably assigning these ancient sites to specific temporal environmental and biotic conditions given their alteration through time. General trends in animal and plant successions are known, but the resolution of scale necessary to determine Rhode Island's microenvironments during these time periods is presently lacking.

CHAPTER FOUR

CULTURAL CONTEXT

In order to gain an understanding of the history of human occupation within the I-195/Taunton Avenue/ Warren Avenue Interchange project area it is necessary to have an understanding about the general history and settlement and subsistence patterns of the upper Narragansett Bay drainage basin. This chapter provides a brief overview of human activity during the pre- and post-contact periods, and provides the framework for predicting and interpreting archaeological resources identified within the project area. A general pre-contact period cultural chronology is presented in Table 4-1, organized chronologically beginning with the PaleoIndian Period (12,000–10,000 B.P.) through the Late Woodland Period (1000–450 B.P.). A post-contact period cultural chronology is presented in Table 4-2.

Sources of Data

The information presented is drawn from the results of professional CRM surveys, and through a review of state site files at the RIHPHC, pre-contact and post-contact period culture histories, and site-specific histories. Numerous CRM studies, including Phase I, II and III level surveys, have been carried out in the Rhode Island communities around the upper bay. Additional work mandated by CRM legislation has been conducted along the Ten Mile and Runnins rivers in Seekonk, Massachusetts. CRM studies, however, represent only a fraction of the available information. Since the last quarter of the nineteenth century, and probably well before that, local residents have excavated sites and collected artifacts from throughout the coastal areas of upper Narragansett Bay.

Artifact collecting continued to gain popularity in the early twentieth century, as development in the expanding industrial belt of the upper bay coastline exposed more and more pre-contact sites. Publications of the Rhode Island Historic Society from this period frequently refer to locations of archaeological sites in the state, and artifact collections in the society's museum or in the private possession of its members. By 1936, the Narragansett Archaeological Society of Rhode Island was chartered and, following the lead of the Massachusetts Archaeological Society, began to excavate threatened archaeological sites. Both of these organizations published newsletters or journals documenting their activities and many times worked together on projects in the upper bay.

Information pertaining to the contact and post-contact periods was derived from Joseph Conforti's (1976) history of East Providence, the RIHPHC's Statewide Preservation Report on East Providence (Longstreth 1976), and a series of cartographic sources obtained through the Massachusetts State Archives, the East Providence Planning Commission, the RIHPHC, and the Massachusetts Historical Commission (MHC). East Providence was part of *Seekonk* from 1636 until 1645, Seekonk was renamed *Rehoboth* in 1645, and changed back to *Seekonk* in 1862. At that time, after hundreds of years of boundary disputes, Rhode Island annexed Seekonk from Massachusetts and renamed the town East Providence.

Table 4-1. Pre-Contact Chronology for Rhode Island.

Period	*Years*	*Identified Temporal Subdivisions*[1]	*Cultural Aspects*
PaleoIndian	12,500–10,000 B.P.[2] (10,500–8000 B.C.)	• Eastern Clovis • Plano	Exploitation of migratory game animals by highly mobile bands of hunter-gatherers with a specialized lithic technology.
Early Archaic	10,000–7500 B.P. (8000–5500 B.C.)	• Bifurcate-Base Point Assemblages	Few sites are known, possibly because of problems with archaeological recognition. This period represents a transition from specialized hunting strategies to the beginnings of more generalized and adaptable hunting and gathering, due in part to changing environmental circumstances.
Middle Archaic	7500–5000 B.P. (5500–3000 B.C.)	• Neville • Stark • Merrimack • Otter Creek • Vosburg	Regular harvesting of anadramous fish and various plant resources is combined with generalized hunting. Major sites are located at falls and rapids along river drainages. Ground-stone technology first utilized. There is a reliance on local lithic materials for a variety of bifacial and unifacial tools.
Late Archaic	5000–3000 B.P. (3000–1000 B.C.)	• Brewerton • Squibnocket • Small Stemmed Point Assemblage	Intensive hunting and gathering were the rule in diverse environments. Evidence for regularized shellfish exploitation is first seen during this period. Abundant sites suggest increasing populations, with specialized adaptations to particular resource zones. Notable differences between coastal and interior assemblages are seen.
Transitional	3600–2500 B.P. (1600–500 B.C.)	• Atlantic • Watertown • Orient • Coburn	Same economy as the earlier periods, but there may have been groups migrating into New England, or local groups developing technologies strikingly different from those previously used. Trade in soapstone became important. Evidence for complex mortuary rituals is frequently encountered.
Early Woodland	3000–1600 B.P. (1000 B.C.–A.D. 300)	• Meadowood • Lagoon	A scarcity of sites suggests population decline. Pottery was first made. Little is known of social organization or economy, although evidence for complex mortuary rituals is present. Influences from the midwestern Adena culture are seen in some areas.
Middle Woodland	1650–1000 B.P. (A.D. 300–950)	• Fox Creek • Jack's Reef	Economy focused on coastal resources. Horticulture may have appeared late in the period. Hunting and gathering were still important. Population may have increased from the previous low in the Early Woodland. Extensive interaction between groups throughout the Northeast is seen in the widespread distribution of exotic lithics and other materials.
Late Woodland	1000–450 B.P. (A.D. 950–1500)	• Levanna	Horticulture was established in some areas. Coastal areas seem to be preferred. Large groups sometimes lived in fortified villages, and may have been organized in complicated political alliances. Some groups may still have relied solely on hunting and gathering.
ProtoHistoric and Contact	450–300 B.P. (A.D. 1500–1650)	• Algonquian	Groups such as the Wampanoag, Narragansett, and Nipmuck were settled in the area. Political, social, and economic organizations were relatively complex, and underwent rapid change during European colonization.

[1] Termed Phases or Complexes
[2] Before Present

Table 4-2. Post-Contact Chronology for Rhode Island.

General Period	Cultural Aspects/Diagnostic Cultural Material
Contact & Plantation 1500–1675	Initial European exploration and contact with Native American population. Native core areas established along major river drainages connected by extensive overland trail system. Increasing interaction introduced European diseases and material culture, altered native culture and society, and led to encroachment on native lands. Increasing numbers of Native Americans abandoned traditional lifestyles, many living in John Eliot's "praying towns." Extensive immigration of Puritan settlers to newly established permanent settlements beginning with coastal towns (e.g., Plymouth 1620, Boston 1630, Rehoboth 1645, Swansea 1668). Agriculture, fishing, and small local industry formed basis of economy. Early ironworks erected (e.g., Raynham ca. 1656; Saugus ca. 1645). Waterways and native trails provided major transportation routes. Majolica, early tin-glaze earthenware, Rhennish and Bellarmine stonewares predominate the ceramic assemblage. Pipestems with mean bore diameter of 7–9/64ths-inch. Handwrought nails only. Freeblown glass bottles, pontil scar, no mold mark.
Colonial 1675–1775	European settlement and expansion, curtailed by Native American conflicts (especially King Philip's War 1675–1676), continued after cessation of hostilities. Agriculture and raw material collection remained principal economic activity in peripheral areas. Industrial and commercial pursuits (e.g., distilling, shipbuilding, crafts, trade) focused in urban and coastal areas. Boston developed as emerging regional core. Intracoastal and international trade with other colonies, Europe, Africa, and West Indies (i.e., "triangle trade" in sugar and molasses, rum and slaves) prospered. Massachusetts colonists, angered by British economic restrictions (e.g., Stamp Act 1770, Townshend Acts 1767), rebelled in Boston Massacre (1770), Boston Tea Party (1773), and finally started fighting at Lexington and Concord (April 1775). Imported tin-glaze earthenware, white salt-glaze, English brown, Westerwald and scratch-blue stonewares. Imported and domestic redwares. Mean pipestem bore diameter of 4–6/64ths-inch. Handwrought nails only. Freeblown and molded glass bottles.
Federal 1775–1830	Maritime commerce increased following Peace of Paris (1783) ending Revolutionary War, including development of trade with China. Trade and economy suffered because of the Embargo Act (1807) and War of 1812. Agriculture remained basis of rural economy. Shift from agriculture to industrial-based economy began with improvements of waterpower technology and development of new mill privileges. Villages grew around rural mills to house workers. Development of road networks with advent of turnpikes. Coastal and riverine routes remained important transportation linkages. Construction of canals, such as Middlesex Canal in 1790s, which provided additional transportation link between Boston and Merrimack Valley. Creamware and pearlware predominate the ceramic assemblage. Handpainted and transfer print decorated. Small bore diameter (4/64ths-inch) pipestems. Both handwrought and machine-cut nails. Post-1810, three-piece molded bottles introduced. First tin cans (post 1819).

(continued on next page)

Table 4-2. Post-Contact Chronology for Rhode Island.

General Period	Cultural Aspects/Diagnostic Cultural Material
Early Industrial 1830–1870	Introduction of railroads (ca. 1835) revolutionized transportation network. Small lines consolidated during period, carrying passengers and freight throughout region. Decline in agriculture linked to emigration of farmers to newly opened western territories and to factory and mill jobs, and because of decline in market caused by arrival of western produce via railroads. Civil War (1861–1865) generated major expansion of manufactures, including textiles, metal working, machinery, and shoe and boot industry. Decline in cotton supply because of war embargoes caused many mills to close or convert to manufacture of woolen goods or worsteds. Large-scale immigration (especially from Ireland and Germany) generally to work in mills. Shift from whale oil to petroleum led to decline in whaling fisheries. Pearlware, hard white earthenware, yellow ware, and domestic stoneware most common. Transfer print design technique predominates. Machine-cut nails predominate. two-piece mold bottles replace three-piece mold bottles (post-1840). Snap-case bottle bottom finish, no pontil scar (post-1857). Mason jar patented 1858. Lettered panel bottles introduced in 1867. Pressed or sandwich-type glass (post-1827). Condensed milk can patented 1856. Vulcanization process patented by Goodyear (1839) resulted in increased production of rubber products.
Late Industrial 1870–1915	Technological developments resulted in major changes (e.g., steam power, electrification, gas lighting, etc.). Development of urban and interurban mass transportation, street railways and elevated lines (i.e., Boston subway system 1895–1912), resulted in growth of suburban communities. Arrival of large numbers of immigrants, especially eastern and southern Europeans and French Canadians. Expansion and development of large-scale industrial concerns (e.g., Lowell and Fall River mills). Introduction of cranberry cultivation, primarily in Plymouth County (ca. 1878). Beginnings of summer and resort development in coastal areas. Hard white earthenware predominates the ceramic assemblage with yellow ware and domestic stoneware. Machine-made bottles most common. Semi-automatic bottling machine (post-1881); replaced by fully automatic machine-made bottles (post-1903). Hutchinson stopper (post-1872/9); canning jar closure (post-1875); crown bottlecap (post-1892). 1904 double-seamed tin can introduced.
Modern 1915–present	Decline of mill industry during Great Depression (1930s), temporarily reversed by World War II; decline continued following war. Introduction of automobile and major improvements in automobile transportation network (e.g., Interstates 84, 90, 95, and 495 and Route 128). Agriculture remains important in rural economy with market gardens shipping produce to urban areas. State's textile and shoe industry decline after World War II offset by growth of professional and service industries (e.g., banking, computer, defense-related, etc.), mainly located along improved transportation corridors. Gradual decline of urban core areas with suburbanization of hinterlands. Hard white earthenware, stoneware, porcelains, and melamine (post-WWII). All bottles fully automatic machine-made. Purple manganese glass. Beer can introduced 1935. Pull-tab can opening introduced 1962. Plastic products (post-1900).

PaleoIndian Period (12,000–10,000 B.P.[1])

The PaleoIndian Period, the earliest epoch in Native American[2] occupation in the region, began approximately 12,000 years ago, after the final retreat of the Laurentide ice sheet and the establishment of initial plant colonizers. PaleoIndian site types in the region are most often isolated fluted point finds, but can also include quarry workshops, habitation sites, kill-butchery sites, and caches (sometimes interpreted as representing burial sites). Despite this range of site types, speculation on northeastern PaleoIndian social organization and settlement patterns is dependent on a limited number of sites across a large territory that have been identified, analyzed, and dated. Furthermore, recovered data sets are nearly always restricted to lithics. Some of the larger PaleoIndian sites that have been investigated in the Northeast include the Michaud (Spiess and Wilson 1987), Whipple (Curran 1984), Vail (Grubb et al. 1982), Bull Brook (Grimes 1980), Neponset/Wamsutta (Ritchie 1994), and Wapanucket 8 (Robbins 1980) sites, among others.

Some regional studies have suggested that the exploitation of a wide range of food resources available within the early postglacial ecosystems contributed to a flexible subsistence strategy, or generalist adaptation, among PaleoIndian groups in the Northeast (Curran and Dincauze 1977; Meltzer and Smith 1986). Nicholas (1988:257–296) takes a similar approach in his study of environmental diversity in the Robbins Swamp area, a former glacial lake basin in northwestern Connecticut. Studies such as this one of the Robbins Swamp area are pointing to a more definable settlement pattern influenced by regional resource availability. Many of these larger sites appear to have been long term or repeatedly used encampments, frequently located on stable, glacial or early Holocene landforms that were well-drained and elevated, or along river valleys (Gramley and Funk 1990:13). Based on his study of a large PaleoIndian site (Neponset/Wamsutta) in Canton, Massachusetts, Ritchie believes the postglacial lake basins and major wetlands or marshes in southeastern New England are likely to have individualized developmental histories and sequences of prehistoric occupation and settlement (Ritchie 1994:111).

A distinctive lithic technology of collaterally flaked, parallel-stemmed or lanceolate projectile points, termed Eden or Plano, is considered diagnostic of the late PaleoIndian Period in Massachusetts and the Northeast in general (Anthony et al. 1980). This technological tradition is believed to have been active sometime after 10,190 B.P., although as yet no absolute dates or stratigraphic contexts have been reported (Gramly and Funk 1990:19). In addition to projectile points, artifact assemblages may include gravers, scrapers, and channel flakes, as is the case with several of the southern New England sites (Wapanucket 8, Bull Brook, and Neponset/Wamsutta). Other stone tool types typically found on PaleoIndian sites include bifacial knives, cobble choppers, hammerstones, drills, perforators, awls, and spokeshaves (Dumont 1981:29). The presence of non-local cherts and jaspers found at the Wapanucket 8 Site has

[1] Dates presented in this chapter refer to radiocarbon years before present (B.P.) unless stated otherwise. Radiocarbon years can differ by as much as several centuries from true calendrical date ages. Archaeological convention defines the "present" as 1950 A.D.

[2] While a range of cultural identifiers exists in the literature including prehistoric, indigenous peoples, first peoples, Native Americans, and Indians, there is no universally accepted term. Until consensus is reached, PAL retains the use of the term Native American, without intended bias, in an attempt to acknowledge any and all Indian peoples, past and present, upon whose ancestral lands we conduct research. The Narragansett Indian Tribe prefers the use of the term Narragansett Indian, citing tribal oral histories that tell of an unbroken chain of Narragansett Indian traditions linking all of the time and cultural periods identified, and separated, by archaeologists. The tribe responds to the use of the term Native American as inappropriate.

been considered indicative of long-distance exchange or of a large territory through which the site's occupants moved (MHC 1982). However, most of the PaleoIndian assemblages in the Northeast contain locally available lithics and minor amounts of exotic materials (Gramley and Funk 1990:9). In Rhode Island and Massachusetts, Saugus rhyolite (usually called Saugus jasper) is also sometimes associated with PaleoIndian tool technology (Gramley and Funk 1990; Ritchie 1994).

Isolated fluted points or fluted point fragments have been discovered by avocational archaeologists within the upper Narragansett Bay region in East Providence (Ide Farm) and Barrington (Noble Farm), and a fluted point find was recorded at the Twin Rivers Site an interior upland location in Lincoln, Rhode Island (Fowler 1952). The Seekonk Archaeological District, located along the lower Ten Mile River in Seekonk, was considered a likely setting for PaleoIndian activities, although no fluted points were found (Rainey and Cox 1995). At the Seekonk 2 Site, however, an unusual reworked chert biface found in proximity to an Early Archaic bifurcate point may have originated as a fluted point, and several chert edge tools from the same activity area exhibited parallels to known PaleoIndian assemblages.

The upper bay landscape contains environmental settings, such as elevated river terraces and glacial outwash features, conducive to PaleoIndian settlement, although some probable site locations are suspected to have been inundated between 12,000 and 4000 B.P. It is clear that this region was traversed by small groups of hunter-gatherers during the PaleoIndian Period. In the course of their travels across New England, it is likely that PaleoIndians made encampments along the Ten Mile and Seekonk rivers as they encountered resource-rich environments. The lack of evidence for these encampments may simply be a reflection of the low visibility of early sites, many of which have been affected by changing sea levels, or by the repeated use of favorable site locations through time. The Walker Point Bluff Site was considered a likely setting for a PaleoIndian encampment. The discovery of Saugus rhyolite chipping debris during several stages of investigation at the site was thought to represent a possible PaleoIndian component. However, diagnostic tools made from the material were not discovered (Rainey and Ritchie 1992).

Early Archaic Period (10,000–8000 B.P.)

The gradual development of adaptive strategies oriented to mixed deciduous/coniferous forests rather than to the earlier, postglacial boreal forests marks the beginning of the Archaic Period, approximately 10,000 years ago. The Early Archaic Period has been viewed as a time of gradual cultural change and population growth. From the predominantly hunting and gathering subsistence base, locally expanding populations in the Northeast integrated a fishing economy into this pattern sometime during the Early Archaic. Dumont (1981:29–30) suggests that between 8,000 and 9,000 years ago, the subsistence base would have been strongly tied to riverine, lacustrine, or coastal resources. The more classic hunting and gathering subsistence pattern would have followed between 8,000 and 7,000 years ago when the deciduous forest was well established.

The discovery of Early Archaic tool forms in a variety of environmental settings indicates the development of a more broad-based subsistence pattern during this period. While many of the known Early Archaic sites in the region are situated along major waterways, they are also found on the margins of lakes, swamps and bogs (former freshwater lakes), and along smaller tributaries and brooks (Johnson 1993). However, much of the evidence from which these observations were made consists of surface finds in

collections, or from multidepositional sites in which the Early Archaic presence is limited and out of context. In addition, rising sea levels may have inundated many coastal zone sites dating to the Early and Middle Archaic periods.

The largest Early Archaic assemblage in the upper Narragansett Bay area is from the Read Farm Site (19-BR-75) located in South Seekonk, Massachusetts. The Read Farm property is situated on a terrace overlooking the Runnins River and extensive tidal marshes to the south. It is a complex, multicomponent site, which may have been visited on a seasonal basis, or returned to periodically for some specific reason. Unfortunately, there is no information about features or activity areas associated with the bifurcate assemblage. Elsewhere in the upper bay study area, Early Archaic finds are generally mixed with materials on multidepositional sites. Along the lower Ten Mile River, a bifurcate-base point was found at the Seekonk 2 Site (Rainey and Cox 1995). Associated with the point was a low-density scatter of matching chipping debris that probably resulted from sharpening the blade. Just across the Seekonk River and north from the mouth of the Ten Mile River, a LeCroy-like chert bifurcate point was found at a site identified on the grounds of Butler Hospital in Providence (RI 929). Along the west side of the Providence River, the Field's Point Site contained a gray felsite bifurcate base point (Roger Williams Museum collections). Like the Seekonk 2 Site, Field's Point was repeatedly used throughout the Archaic and Woodland periods. Looking slightly beyond the immediate upper bay region, the Twin Rivers Site in interior, upland Lincoln (Fowler 1952) and the Southwind Site in the lower bay area of North Kingstown (Leveillee and Van Couyghen 1990) each contained a bifurcate-base point. Most of the upper bay bifurcate-base points were made from felsites likely to be from sources in the Boston Basin, although locally available materials, such as Attleboro red felsite and quartz, were also used to a lesser degree.

Middle Archaic Period (8000–6000 B.P.)

An increase in the frequency and visibility of identified Middle Archaic Period sites in southern New England suggests that colonizing peoples were firmly established in the region by 7500 B.P. Resident populations continued to generalize in their subsistence regimes throughout the Middle Archaic. Regionally, Middle Archaic sites are common around waterfalls, river rapids, major river drainages, wetlands, and coastal settings (Bunker 1992; Dincauze 1976; Doucette and Cross 1997; Fowler 1968, 1974; Maymon and Bolian 1992) with large base camps being established along extensive wetland systems (Doucette and Cross 1997; Jones 1999). Smaller logistical camps and exploitation sites supplemented base camps within the Middle Archaic settlement system. Subsistence activities reflected at these sites included the harvesting of anadromous fish, hunting and foraging, as well as fishing and shellfish collection. An increase in the complexity of seasonal rounds is conjectured on the broad range of resources available throughout the period (McBride 1984a, 1984b).

From the Early Archaic Period through the Middle Archaic, a progression of technological changes is evident in both the style of projectile points and in the appearance of new tool forms. The most frequently recovered projectile points attributed to the Middle Archaic Period are Neville and Stark types, or variations of these styles. By this time, familiarity with lithic sources within specific territories is clear from the predominance of locally or regionally available materials found at Middle Archaic sites. Assemblages also may include ground-stone tools (gouges, semilunar knives, and whetstones), drills, anvil stones, choppers, and scrapers (Snow 1980:172).

Middle Archaic settlement in the upper Narragansett Bay is archaeologically more visible than that of the preceding periods. The assemblage at the Walker Point Site contains Neville and Stark projectile points, as well as a ground-stone tool collection indicative of a well-established local economy. The Middle Archaic component at the Seekonk 2 Site also confirmed the general area as a logistically appealing environment for these early populations (Rainey and Cox 1995). The characteristic Neville and Stark point styles have been found in low to moderate densities at a number of other locations throughout the upper Narragansett Bay area. Many of the nineteenth- and twentieth-century collecting sites contained these tool types in low densities, including Field's Point, Boldwater Point, and Old Maid's Cove, along the west side of the bay in Providence. On the lower Runnins River, the Read Farm Site continued to be used through the Middle and Late Archaic periods. Neville and Stark points were also included in the Richardson collection from the Attleboro area and were discovered at the Twin Rivers Site in Lincoln. CRM surveys conducted in Providence and East Providence have also discovered Middle Archaic components at the Bullock's Cove (Stokinger 1979) and Providence Covelands sites (Artemel et al. 1984).

Late Archaic Period (6000–3000 B.P.)

By the Late Archaic Period, a relatively modern distribution of plant and animal species had been established. Archaeological evidence also shows a higher frequency of sites distributed across the landscape. Small hunting or foraging sites found across coastal regions, along the river terraces, and into the interior upland regions of major river basins suggest that a seasonal round of resource procurement activities or a logistical subsistence strategy was in place. Occasionally, evidence for larger habitation sites has been found. Late Archaic cultural traditions, which can be identified through variations in lithic technologies, land use strategies, and temporal span, include the Laurentian, Small Stemmed, and Susquehanna traditions.

The Small Stemmed tradition historically has been viewed as an indigenous technology that evolved from the Middle Archaic Neville-Stark sequence, and became the predominant tradition across the Atlantic coastal and interior riverine regions in southern New England for several thousand years (Tuck 1974). Characteristic of this tradition is the development and persistence of a cobble quartz industry, well developed by about 4000 B.P. and extending into the Early Woodland Period. Small Stemmed tradition materials are common on habitation and camp sites, but are rarely associated with secondary cremation cemetery complexes that mark the Transitional Archaic Susquehanna tradition.

Although the Laurentian tradition is the oldest of the Late Archaic phases, associated projectile points have been found in overlapping context with Small Stemmed tradition materials. Laurentian components are typically identified from three distinctive styles of projectile points: Otter Creek, Brewerton, and Vosburg. Laurentian tradition materials are distributed on many sites throughout the upper Narragansett Bay area. These point types have been found throughout much of Rhode Island and southeastern Massachusetts in a range of environmental settings, but most often on multicomponent sites. Interior upland areas adjacent to Narragansett Bay have also been noted as containing Laurentian tradition materials. A Laurentian component consisting of a few quartzite and argillite Brewerton and Vosburg points was discovered at the Walker Point Site along with a substantial Small Stemmed assemblage. As part of the original East Providence Industrial Highway corridor survey, both Laurentian (Brewerton) and Small Stemmed elements were found at the Fram Site (RI 59), also along the Seekonk River

(Simon and Gallagher 1981:26). A Laurentian component was identified at the Shaded Seekonk Site in Providence along the west side of the Seekonk River (Harrison and Glover 1994). The site contained strong evidence for the Late Archaic Small Stemmed tradition, and was characterized by definable activity areas indicative of quartz tool manufacturing workshops and seasonal hunting and fishing. Excavations at the Read Farm Site in 1974 successfully identified more than 20 features, two of which were radiocarbon dated to the Late/Transitional Archaic Period. A single Brewerton side-notched point and several Small Stemmed Points were found at the Providence Cove Lands Site in Providence (Artemel et al. 1984). The Seekonk 2 Site on the lower Ten Mile River contained a single felsite Otter Creek point, a Brewerton-like variant, four Squibnocket Triangle points, and 17 Small Stemmed points. Small Stemmed components were also found at the Seekonk 3 Site.

Transitional Archaic Period (3600–2600 B.P.)

The Transitional/Terminal Archaic Period bridges the Archaic and Woodland periods and represents a time of changing culture dynamics. An extensive trade network, increased burial ceremonialism, and the development of technologies markedly different from the antecedent Late Archaic traditions characterized the Transitional Archaic. The Transitional Archaic settlement pattern was essentially oriented toward coastal or riverine settings with a subsistence base focused on the acquisition of riverine or estuarine flora and fauna that included fish, nuts, and small- to medium-sized mammals (Pagoulatos and Ritchie 1987). Susquehanna tradition sites, markers of the Transitional Archaic Period, are best known from regional cremation cemetery complexes such as the Vincent, Watertown Arsenal, and Millbury III sites in Massachusetts (Dincauze 1968; Leveillee 1999, 2002) and the Bliss and Griffin sites in Connecticut (Pfeiffer 1990). Regionally, evidence for Susquehanna tradition mortuary ritual has been documented in Charlestown (Fowler 1964), at the Flat River Site in Coventry (Fowler 1968), and at the West Ferry Site in Jamestown (Simmons 1970).

New technological developments associated with the Susquehanna tradition included the manufacture of steatite vessels and diagnostic tool forms (Atlantic, Susquehanna Broad, Coburn, and Orient Fishtail projectile points or knives) that either developed out of the local populations or were introduced to the region by peoples immigrating to New England. Susquehanna tradition chipped-stone tools were commonly manufactured from a variety of lithic materials that included rhyolite, quartzite, and non-local cherts. A reliance on readily available lithic materials such as quartz, argillite, and some rhyolites is apparent by the final Orient Phase of the Susquehanna tradition. The apparent hybridization of Orient projectile points with Small Stemmed basal attributes may represent a merging of Susquehanna and Small Stemmed lithic technologies in southern New England by the end of the Transitional Archaic Period (Leveillee and Waller 1999).

Steatite bowl use peaked between 3400 and 2900 B.P. and fell into disuse by the end of the Orient Phase of the tradition, concurrent with the adoption of ceramic technology (Sassaman 1999). Regionally available steatite outcrops included the Oaklawn Steatite Quarry in Cranston, the Manton Avenue Quarry in Providence, and the Ochee Springs Steatite Quarry in Johnston. The manufacture and use of heavy steatite vessels by Susquehanna tradition peoples may imply a trend toward increased sedentism by resident populations. However, the predominance of non-local lithic materials in Susquehanna tradition cultural assemblages implies a relatively mobile settlement strategy. Steatite quarries, however, continued as important sources of raw material for the manufacture of smoking pipes, pendants, and beads well into the contact period.

Sites with Transitional Archaic components are distributed throughout the upper bay territory, although classic cremation burials associated with the Susquehanna have yet to be identified. The Robbins Museum in Massachusetts contains a large assemblage of artifacts from the Narragansett Race Track Site in East Providence. A cache of stylistically related Transitional Archaic projectile point types, including Orient Fishtail, Coburn, Wayland Notched, and a steatite bowl were recovered from a site at Fort Hill, located at the confluence of the Seekonk and Providence rivers in East Providence (Fowler and Welt 1955). According to Ritchie (1983), the assemblage resembles the contents of Transitional Archaic burials identified at sites in southeastern Massachusetts and Rhode Island (Lord 1962; Simmons 1970). Archaeological investigations at the Bedrock Point Site, also located in East Providence in the Kettle Point area along the Providence River, produced an Orient Fishtail point base and associated chipping debris (Pagoulatos and Ritchie 1987). An Orient Fishtail projectile point was found at RI 929 within the Butler Hospital property in Providence (RIHPC site files).

In addition to the sites discussed above, almost all of the large, multicomponent sites in the upper Narragansett Bay area contained some cultural materials diagnostic of the Transitional Archaic Period. These were either Atlantic, Susquehanna, Wayland, Coburn, Mansion Inn, or Orient style projectile points or bifaces, and sometimes steatite. The data indicate that during the Late/Transitional Archaic Period, intensive land use strategies associated with fairly large populations were in place in the upper Narragansett Bay. Walker Point was also an intensively used Late/Transitional Archaic site, however Susquehanna Tradition projectile points were few in number, and only two small fragments of steatite were discovered.

Woodland Period (3000–450 B.P.)

The Woodland Period was a time of dynamic development for local indigenous peoples. The archaeological record documents a continued diversification of food resources, an increased reliance on shellfish, the refinement of pottery manufacturing, the establishment or maintenance of long-distance trade and exchange networks, and eventually year-round coastal or riverine settlement with limited horticulture. In general, the Woodland concept involves the transition from a foraging way of life toward a more sedentary existence associated with the introduction of plant domestication and the manufacture of ceramic vessels. Like the Archaic Period, the Woodland Period can be subdivided into Early, Middle, and Late periods.

Early Woodland Period (3000–1600 B.P.)

Early Woodland Period cultural deposits have traditionally been identified through the presence of Meadowood, Lagoon, and Rossville type projectile points, as well as grit-tempered, cord-marked Vinette I ceramic styles. Early Woodland settlement patterns were characterized by limited use of upland areas and more intensive use of coastal and estuarine resources and locales. Coastal habitation sites and shell midden deposits along the margins of Narragansett Bay and the salt-water estuaries of southern Rhode Island reflect the increasing dependence on shellfish and other marine resources during the Early Woodland Period.

The Early Woodland Period is generally underrepresented in the regional archaeological record. This has led to speculation that there was a population decline for the period (Dincauze 1974; Lavin 1988).

Fiedel (2001) hypothesizes that either climatic or environmental changes, sociocultural change, or epidemics may have contributed to the so-called "Early Woodland collapse." Conversely, others argue that the apparent under representation of Early Woodland sites may stem from the difficulty in determining what constitutes diagnostic artifact assemblages for the period (Juli and McBride 1984). The positive association of some Small Stemmed projectile points with Early Woodland radiocarbon dates indicates that some Early Woodland assemblages are being misidentified as older Late Archaic materials. Nevertheless, the regional database appears to argue in favor of a population decline for the period (Fiedel 2001).

The strongest evidence to date for Early Woodland Period in the upper bay has come from the Seekonk Archaeological District along the lower Ten Mile River. Two felsite Meadowood projectile points were also recovered from the Seekonk 2 Site. Seven radiocarbon dates obtained from charcoal samples indicated repeated site use throughout the Early Woodland. This evidence suggests continuity in land use strategies for this particular catchment area, although the lack of ceramic assemblages is curious in terms of the traditional association of Early Woodland cultures with the development of more sedentary lifestyles (Rainey and Cox 1995).

Middle Woodland Period (1650–1000 B.P.)

Middle Woodland Period site distributions suggest a continued focus on coastal ecosystems for the southern New England Native Americans. The earliest evidence of domesticated agricultural products in the region also dates to around A.D. 1000, coincident with the end of the period (Bendremer and Dewar 1994). Traditional interpretations of Middle Woodland subsistence and settlement strategies hold that the introduction of horticulture began to supplement and later supplant the preexisting pattern of hunting and gathering subsistence activities in the Northeast. Artifacts diagnostic of the period include Jack's Reef Pentagonal and Corner-Notched and Fox Creek type projectile points of non-local chert, jasper, and various amounts of hornfels from the Blue Hills area south of Boston (Luedtke 1987; Ritchie and Gould 1985) and rocker and dentate-stamped ceramics. The relative frequency of "exotic" raw materials implies the existence of long-distance exchange networks extending from Labrador to Pennsylvania and beyond (Dragoo 1976; Fitting 1978; Snow 1980).

The Middle Woodland Period occupation at the Seekonk Archaeological District is represented by a radiocarbon-dated feature and a substantial hornfels workshop with Jack's Reef tools and tool fragments (Rainey and Cox 1995). Hornfels chipping debris was recovered at the Seekonk 2 Site in unusually high quantities, concentrated in small, dense layers overlying older debitage deposits. A concentrated complex of features, including hearths, post molds, refuse pits and storage pits, was suspected to be associated with the Middle Woodland Period component on this site. In addition, a cluster of cobble hammerstones, a sandstone whetstone, and a felsite chopper were considered elements of the same occupational episode, during which food processing was a significant activity. Archaeological investigations at the Red Slipper Site in Providence along the Seekonk River produced evidence for a Middle and Late Woodland seasonal occupation where food procurement, processing, storage and disposal were ongoing activities (Glover and Harrison 1991:83). The Squantum Woods Site in East Providence included a Middle/Late Woodland Period shell midden investigated by avocational archaeologists. Diagnostic cultural materials recovered from the midden consist of a smoking pipe made of antler, a biface/knife of jasper, bone awls, antler tine flaking tools and projectile points, and

shell or mineral tempered ceramics with incised line decoration (Fowler 1976). Shellfish remains and associated hornfels chipping debris was collected from the Bedrock Site at Kettle Point along the east bank of the Providence River in East Providence, also suggesting Middle Woodland Period activity (Pagoulatos and Ritchie 1987:37). A number of other smaller sites located along the coastal territory of upper Narragansett Bay contained evidence for Middle Woodland activity, including occasional Jack's Reef points at Read Farm and Field's Point and Greene points at the Pear Tree/A. Woods Site.

Late Woodland Period (1000–450 B.P.)

The Late Woodland Period is associated with an improvement in ceramic technology and production. Social complexity, the formation of political alliances, and the establishment of tribal territories appear to have developed during the period (Mulholland 1988). Traditional views hold that the adoption of horticulture eventually led to changes in the Native American subsistence base, population growth, the organization of labor, and even social stratification (Snow 1980). Others argue that increased sedentism and aggregated settlements could have occurred independently of the adoption of horticulture, especially in coastal or estuarine environments, which supported a rich and reliable fish and shellfish base (McBride and Dewar 1987). Bendremer (1993) argues that village formation and intensive maize horticulture were essentially riverine developments during the Late Woodland.

Late Woodland artifacts represented in the regional archaeological record include triangular Madison and Levanna type projectile points manufactured out of quartz, argillite, as well as rhyolites derived from the Lynn Volcanic Suite and Blue Hills Area of northeastern Massachusetts and the Boston Basin, respectively, or coastal cobbles, and cord-wrapped, stick-impressed, and incised ceramics. The distribution of Late Woodland Period archaeological deposits appears to be a continuation of the Middle Woodland pattern with Late Woodland archaeological deposits common within coastal environments, around interior freshwater ponds and wetlands, and adjacent to large tributary streams.

Intensive exploitation of shellfish and other estuarine resources is evident at many Middle to Late Woodland Period archaeological sites in the upper Narragansett Bay. Many shell midden sites have been studied or reported in coastal settings near the project area, and the characteristic Late Woodland Levanna projectile points appear in a variety of settings throughout the Ten Mile, Seekonk, and Providence River drainages. Within these drainage basins, the most complex Late Woodland and early contact period occupation has been documented along the former shore of a natural cove that once existed at the confluence of the Moshassuck and Woonasquatucket rivers in downtown Providence. The data recovery program conducted at the Providence Cove Lands Site Archaeological District identified 24 features (Artemel et al. 1984:III–C.30). In addition to shellfish collecting and processing during the Late Woodland, icthyofaunal remains from the north shore of the cove indicated that Atlantic cod, striped bass, white perch, menhaden, bluefish, porgy/scup, tautog, and blackfish were all being harvested and consumed by the Late Woodland groups in this area.

Interpretation of the strong Late Woodland component at the Cove Lands Site suggests that the occupation there was not exclusively related to the marine and estuarine resources and at times may have been driven by other influences (Artemel et al. 1984:III-E.4-10). For example, the significance of the location itself is clear from the fact that a number of native trails converge at or near the Cove Lands Site, a logistical setting for the maintenance of both overland and riverine communication networks. It may

be significant that while site use appears to have been quite intensive between A.D. 1000 and 1500, important changes took place toward the end of the Late Woodland Period (1410–1500). Prior to the contact period, an intensification of resource exploitation occurred, with the widest range of shellfish, anadromous fish, and mammal types utilized during this time. This could be the result of increased populations, resource territoriality, over-exploitation of shellfish beds, or a combination of several interrelated events.

Levanna projectile points diagnostic of the Late Woodland Period have been found throughout the Ten Mile River drainage as a result of artifact collecting by avocational archaeologists during the early twentieth century. Several Levanna points were found at the Seekonk 2 and 3 sites. The Kettle Point Site in East Providence represents a significant Late Woodland Period occupation containing a lithic workshop area, hearths, trash pits, and sherds from a large incised, shell-tempered ceramic vessel. Interpretation of the data collected at Kettle Point suggested that the area was used for manufacturing and maintaining stone tools, cooking shellfish and disposing of the waste, and processing mammal and plant resources (Pagoulatos and Ritchie 1987:50). Although there were no shell middens discovered at the Walker Point Site, several features were radiocarbon dated to the Late Woodland Period, including a large storage pit.

Contact through Plantation Periods (A.D. 1500–1775)

The RIHPHC has recognized the significance of the Seekonk River as a territorial boundary between Native American groups during the seventeenth century (Longstreth 1976:5; RIHPC 1986). To the east, the federation of Wampanoag Indians led by the sachem Massasoit occupied territory on the eastern side of Narragansett Bay through southeastern Massachusetts, Cape Cod, and the Islands (Longstreth 1976). The Narragansett Tribe occupied the lands on the west side of Narragansett Bay. The Seekonk River and several minor tributaries to the north were part of the contact period Native American transportation network, linking upper Narragansett Bay with Massachusetts Bay. Governor John Winthrop used the river during his 1645 explorations through the region. Early descriptions refer to the Seekonk River as part of the regular route from Providence to Boston at that time (Carlton 1940:508).

The radical "separatist" beliefs of the Puritan, Roger Williams, led to the first settlement in Seekonk. Church and government leaders of Massachusetts Bay and Plymouth colonies exiled Williams from Massachusetts in 1635 for his opposition to their policies (Conforti 1976). With the support of a small group of followers, he began a settlement on the northern side of the Seekonk Cove (Omega Pond) in the area of present-day Roger Williams Avenue. The settlement was called Seekonk after the Indian word for the black geese that thrived in the marshlands of the Seekonk Cove. Within a few months, Governor Winthrop informed Williams and his followers that they had settled in territory that was under Plymouth colony jurisdiction (Conforti 1976; Longstreth 1976). Williams moved his group to a location on the west side of the Seekonk River and in 1636 the settlement of Providence was established.

During the next few years, with the support of Roger Williams, an influx of Puritan pioneers attempted to reestablish the Seekonk settlement, although most joined Williams in Providence. In 1641 Governor Winslow of the Plymouth Colony and John Brown, acting as an assistant, purchased between 8 and 10 square miles of land from Massasoit, chief of the Wampanoags. The area included the present-day communities of Rehoboth and Seekonk, most of East Providence, and part of Pawtucket (Longstreth

1976). During this period, Native Americans were still using some areas, although there are no ethnohistoric accounts describing specific dwelling or village locations close to the site. Seventeenth-century records indicate that the Indians living near Seekonk were maintaining cornfields. Among many other issues, an initial conflict between the Indians and the Seekonk residents developed out of the English domesticated animals' tendency to roam into Native cornfields and eat or trample the crops (Conforti 1976:25).

In 1644, a group of more than 200 Puritans led by Reverend Samuel Newman arrived in Seekonk and began to lay out a village. The settlement was centered between the Ten Mile and Seekonk rivers, north of Omega Pond, in a flat and open area referred to as the Seekonk Plains. House lots were long and narrow, from 6 to 12 acres each, arranged around a 200-acre pasture called the "Ring of the Green," or Town Common. By far the largest portions of land were reserved as woodlands or commonly owned meadowlands, with 503 acres laid out as house lots and salt marsh areas set aside (Longstreth 1976).

In 1645, Reverend Newman requested that Seekonk be called Rehoboth, a biblical word meaning a broad plain surrounded by water (Mooney et al. 1983). In addition to religious obligations, members of the town occupied themselves with civic responsibilities and agricultural pursuits. Richard Wright appears to have built the first gristmill at the falls on the Seekonk Cove sometime prior to 1675. In 1795, there was a saw and gristmill in the area where Wright's mill had been located. Subsequent uses of the site include the Cove Factory for Cotton in 1831 (Capron 1831), the Seekonk Cove Mills in 1850 (Walling 1850), and in the latter half of the nineteenth century, Omega Mills (Beers 1870; Everts and Richards 1895). The fall locations along the Ten Mile River provided only a limited amount of waterpower, and this influenced the kinds of industries that came to the area. A second early mill site was located further inland on the Ten Mile River at what was later (by 1716) referred to as Hunt's Mills (Longstreth 1976). In 1645, the entrepreneur and town selectman John Brown carried out the purchase of Wannamoisett, which today comprises Riverside, Barrington, and part of Swansea (Conforti 1976). From 1645 to 1667, Wannamoisett was included in the Old Rehoboth boundaries. Native Americans and settlers coveted this territory for its abundance of marine resources. John Brown also took part in what is known as the 1661 North Purchase. In this transaction the territory comprising the present towns of Cumberland, Attleboro, North Attleboro, and part of Woonsocket was all added to the bounds of Rehoboth.

When Native Americans sold their tribal lands to the Euro-Americans, they often didn't fully understand the English settlers' concept of private property. As the population of newcomers grew, so did tensions between the various groups. The Old Rehoboth settlement lay in the midst of Wampanoag territory, bordering on Narragansett Indian territory just across the Seekonk River. Conforti has suggested that Massasoit's willingness to sell large tracts of land along the river was intended to provide a protective buffer or barrier between the Wampanoags and the Narragansetts, who had become their enemies (1976:24). The culmination of tensions occurred when King Phillip's war broke out in 1675. As part of Wampanoag territory, Old Rehoboth was especially vulnerable to Indian attacks. In 1676, Narragansett Indians burned to the ground all but two houses. Reverend Newman's house was used as a garrison during the attack, and those who took refuge there survived (Conforti 1976). The adjacent meetinghouse was also left standing. The Indian resistance ultimately crumbled that year, however, when the English killed King Philip at his village in Mount Hope. For the next several years, the residents of Old Rehoboth reconstructed their settlement (Barber 1839).

In the years following King Phillip's War, few Indians remained in the areas surrounding Seekonk. A sketch map made in 1734 and included in a collection of boundary documents for the period shows what appear to be Indian village locations, including Poconocket or Sawomset (Bristol, RI) and Naijat (Barrington, RI). The town of Seekonk is also depicted, although there are no indications of remnant Wampanoag or Narragansett village locations in the vicinity. With the threat of Native retaliation now eliminated, the postwar years were marked by continual population growth and expansion into the former territories of the Wampanoags. The original "Ring of the Green" and surrounding areas remained the most heavily populated area in Old Rehoboth through the end of the seventeenth century (Conforti 1976:39). Numerous political and territorial changes occurred in Rehoboth during this time, beginning with the division of Plymouth Colony into Bristol and Plymouth counties in 1685. New towns gradually formed out of the original extensive territory of Old Rehoboth, including Attleboro in 1694, and Cumberland in 1747.

Federal Period (1775–1830)

The pattern of eighteenth-century development in Old Rehoboth was characterized by scattered homesteads throughout the area and the gradual conversion of much of the woodland into cultivated farmland (Longstreth 1976). The original central village of Old Rehoboth remained the nucleus of the community's religious and civic activities. However, smaller hamlets began to emerge from the outlying settlements, resulting in the eventual formation of new towns. Maritime commerce developed along coastal regions, and a cotton industry gradually took hold. During the years of the Revolutionary War, more than 1,400 townsmen of Old Rehoboth served, primarily as minutemen (Conforti 1976). Defensive fortifications were located along southern coastal regions of Old Rehoboth, near the head of the Providence River. In the decades following the end of the Revolutionary War, growth was rapid in Old Rehoboth, greatly facilitated by the construction of new bridges linking the east side of the Seekonk River with Providence. In 1793, John Brown built a covered drawbridge crossing the Seekonk at India Point (the Washington Bridge). The Central Bridge (now the Red Bridge) farther north up the Seekonk River was also constructed in the same decade.

In 1812, a charter was granted to form the town of Seekonk (present-day Seekonk, East Providence, and Pawtucket) from the western half of Rehoboth. The new, separate town of Rehoboth to the east included mostly dispersed agricultural farmsteads, while the Seekonk bounds encompassed the population core areas and small industrial centers along the Ten Mile River. Suitable mill locations were established at various points along the Ten Mile River, although the waterpower there was less than that generated by the Blackstone or by the Seekonk to the north in Pawtucket. Joseph Capron's 1831 map shows the location of the Cove Factory for cotton at the mouth of the Seekonk Cove (Longstreth 1976). It later became the Seekonk Cove Mills (Walling 1850) and by 1870 the Omega Mills (Beers 1870).

Early and Late Industrial Periods through Modern Period (1830–Present)

In 1862, the states of Massachusetts and Rhode Island recognized the long-standing relationship between the city of Providence and the small villages that marked the east side of the Seekonk River. The states agreed to divide Seekonk at the Ten Mile River and to incorporate East Providence as part of Rhode Island. The division left Seekonk as a large area of dispersed farms with no town center. Following the

1862 annexation of East Providence to Rhode Island, the former location of Old Rehoboth and the "Ring of the Green" gradually became the center of the largest industrial complex in the state.

Nineteenth-century railroad construction, and the establishment of George Wilson's Rumford Chemical Works in 1857 marked the beginnings of industrialization along the east side of the Seekonk River. In 1835, the Boston and Providence Railroad tracks were constructed, linking the small settlement of Watchemoket to Attleboro and signaling the arrival of a new era in commerce and industry throughout the region (Cornwall and Smith 1989). Additional railroad lines followed including the Providence, Warren and Bristol line in 1855 and the Providence and Worcester line in 1868, greatly accelerating the process of expansion.

Outside of the industrialized sections of Rumford and Phillipsdale, East Providence continued to support large agricultural and dairy farms through the twentieth century. Prior to the Civil War, Wachemocket to the south was little more than a farming and fishing community. In 1845 Joshua Mauran plotted out a substantial portion of his property near the Washington Bridge. Tristran Burgess quickly followed suit, partitioning a section of his land along Taunton and Warren avenues (Figure 4-1). The two bridges across the Seekonk River (Washington and Central) provided easy access to Providence and the area grew as a suburb of Providence. East Providence was incorporated in 1862; tolls were removed from the bridges and East Providence's appeal as a suburb of Providence increased. Although a large town center never developed, Watchemoket became the hub of the newly formed town of East Providence.

Early commerce in Watchemoket Square focused on inns to serve people traveling through the area. John T. Ingraham, a major landowner, opened a store in 1846. By 1870 it had expanded into a three-block commercial district (Figure 4-2). The majority of the businesses in the square focused on groceries, hardware, and pharmaceuticals.

By the 1880s the population center of East Providence began to move away from the Watchemoket Square area. However, the waterfront still remained an active and growing commercial center (Figure 4-3). It became the center of a flourishing oyster industry. Another major development was the construction of the Wilkes Barre Pier in 1879. This was one of the largest piers used extensively for the discharge of coal. In 1910, the Barrington Parkway was started as part of a regional plan to connect scattered communities.

The history and development of the Watchemoket Square area was and is closely tied to the various bridges that crossed the Seekonk River. This was not more evident that in 1920 when the state of Rhode Island determined that the Washington Bridge needed to be replaced with a larger structure to meet transportation demands, and to eliminate conflicts with river traffic. Just as the Watchemoket Square was a result of the earlier bridges, the new bridge had an equally major impact in that a large portion of the square was needed for the concrete abutments. A second major impact to the area occurred with the construction of I-195. The series of ramps that were constructed to connect the local streets (Taunton Avenue, Warren Avenue) to I-195 required the demolition of a number of buildings in the square area, resulting in the landscape that currently exists.

Figure 4-1. 1850 map of the Seekonk, depicting Watchemocket (source: Walling 1850).

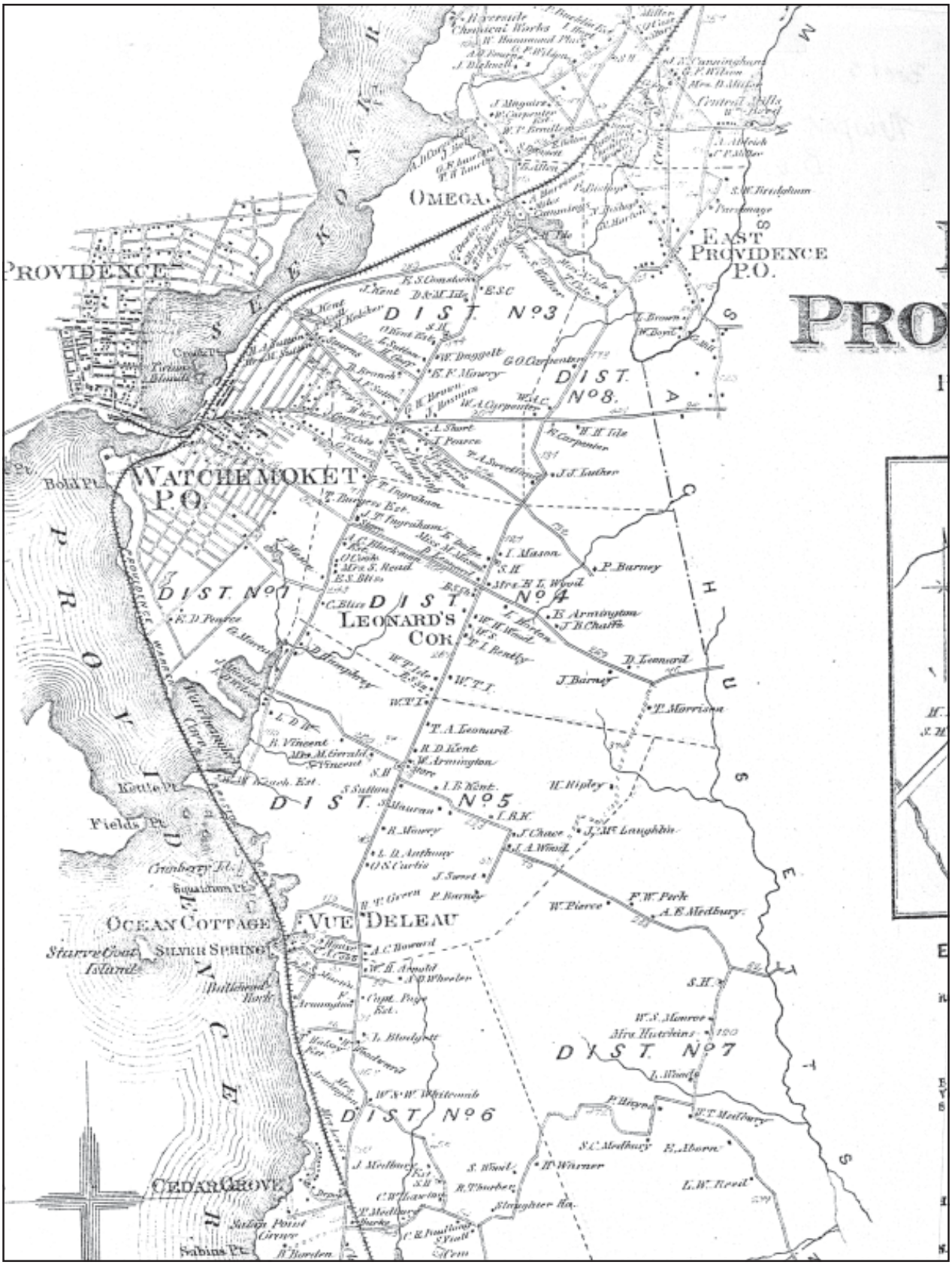

Figure 4-2. 1870 map of East Providence (source: Beers 1870).

Figure 4-3. 1882 map of East Providence (source: Hopkins 1882).

CHAPTER FIVE

RESULTS AND RECOMMENDATIONS

The primary task of a Phase I(a/b) archaeological assessment is to review several categories of information to construct a chronological sequence of settlement and land use within the I-195/Taunton Avenue/ Warren Avenue Interchange project area. The categories of information reviewed during background research included documentary and cartographic sources and the results of prior surveys conducted in the general area. Field investigations consisted of a walkover to assess the existing conditions and identify any aboveground indications of potentially significant archaeological resources. The information obtained through these efforts was reviewed and provides the basis for the following assessments about the archaeological sensitivity of the project area.

Background Research

The archaeological site files at the RIHPHC do not identify any archaeological sites within the study area of the I-195/Taunton Avenue/Warren Avenue Interchange project area. However, several sites are noted in the immediate vicinity. Figure 5-1 provides general locational information.

Immediately south of the project area is Fort Hill. The site, which occupies a glacial ground moraine was investigated in 1955 (Fowler and Welt 1955) and produced a number of artifacts. The moraine was partially destroyed when the Barrington (Veteran's Memorial) Parkway was constructed. More of the moraine was removed by a gravel operation and it is doubtful that intact archaeological features remain. Further south is the Jones Pond Site (RI 230), a multicomponent site containing burials, pottery, hearth features, refuse pits and ground-stone tools dating to the Late Archaic and Woodland periods. Watchemoket Cove is the site of two sites, Kettle Point (RI 1731) and Bedrock Point (RI 1730). The Bedrock Point Site produced Susquehanna tradition Orient Fishtail points, chipping debris, calcined mammal bone, and shell fragments.

The Kettle Point Site represents a Native American occupation where extractive and processing activities took place during the Late Archaic, Late Woodland, and possibly contact periods. The cultural material inventory included lithic tools and chipping debris, burnt rock, ceramics, and organic remains such as shell, plant and mammal bone. Chapin (1927) mentions that "the Gorton Collection of Indian Relics, now at the [Roger Williams] Park Museum, Providence contains various stone implements found at the Indian cemetery at Kettle Point, East Providence . . . ." Most of the point is occupied by a former oil and gasoline storage facility.

North of the project area is the Walker Point Site (RI 653). The Walker Point site is a multicomponent base camp representing occupation during the Middle and Late Archaic, as well as Middle Woodland periods. The cultural inventory included projectile points, tools, and chipping debris. Pit and hearth features contained concentrations of calcined bone and burnt rock. Other features included lithic workshop areas and a shell midden.

Figure 5-1. General location of archaeological sites within the I-195/Taunton Avenue/Warren Avenue Interchange project area on the Providence, RI USGS topographic map (source: RIHPHC site files).

Other sites in East Providence include RI 913, located near Martin High School, described as an area of artifacts; RI 60 and 61 along the Runnins River; and Fram North and South sites (RI 932 and 933). The Fram sites consist of small, low-density artifact concentrations dating to the Late Archaic and are probably related to the Fram Site (RI 59).

Further removed form the project area, a fluted PaleoIndian projectile point was reported from an unprovenienced location in East Providence. Early Archaic Period bifurcate-based projectiles have been recovered from the grounds of Butler Hospital in Providence (RIHPHC site files). Almost 7,000 years of repetitive occupation spanning the Middle Archaic Period through the seventeenth century is documented at the Providence Covelands Site. Excavations within the grounds of Butler Hospital have tentatively identified a Middle Archaic component (Glover and Harrison 1991). Cultural materials recovered from archaeological deposits dating from all three of the Late Archaic Period cultural traditions (Laurentian, Small Stemmed, Susquehanna) have been reported from the Providence area.

A review of historic mapping and more importantly, historic aerial photographs, provided important information from which to draw conclusions about the archaeological sensitivity of the project area. The history of the project area has been greatly influenced by the transportation corridors that existed or were created. The project area remained relatively unsettled through the mid-1800s. The construction of the first bridge providing a direct link to the City of Providence greatly influenced the growth of the commercial and residential areas that make up the project area.

During the early 1900s the Rhode Island General Assembly approved an act creating the Washington Bridge Commission (Kierstead 2002). The 1885 Seekonk River Bridge was quickly outliving its usefulness, causing numerous traffic problems and delays and a new bridge was proposed. In 1928 the process of land taking for a new bridge span commenced. In East Providence 26 parcels were taken. The east abutment of the new Washington Bridge (No. 200) was located between Valley and Brow streets, just north of Taunton Avenue. Land was also taken on Taunton, Brow, Second and School streets for an approach plaza. Land between Taunton and Warren avenues was taken for an extension from the new bridge to the Barrington Parkway. Figure 5-2 depicts the alignment of the new bridge, as well as the former 1885 Seekonk River Bridge alignment. Figure 5-3 is from the 1939 aerial orthophotograph showing the new bridge and plaza area in East Providence.

In 1950 the Washington Bridge alignment was included as part of the Eisenhower Interstate Highway System and a component of I-195 linking Providence, Rhode Island with Fall River, Massachusetts. Construction on I-195 began in Providence with the Providence River Bridge linking I-95 with the George M. Cohan Boulevard (Kierstead 2002). This link produced a greater volume of traffic at the east end of the Washington Bridge at Watchemoket Square, further degrading traffic operations at the square. I-195 was extended through East Providence, taking large linear strips of land just north of and parallel to Warren Avenue (Figure 5-4). Included was a new ramp alignment to Taunton Avenue and Riverside/Memorial Boulevard.

A second, parallel span of the Washington Bridge (No. 700) was completed in 1968. The new span carried westbound traffic and included new ramps from Taunton and Warren avenues (Figure 5-5).

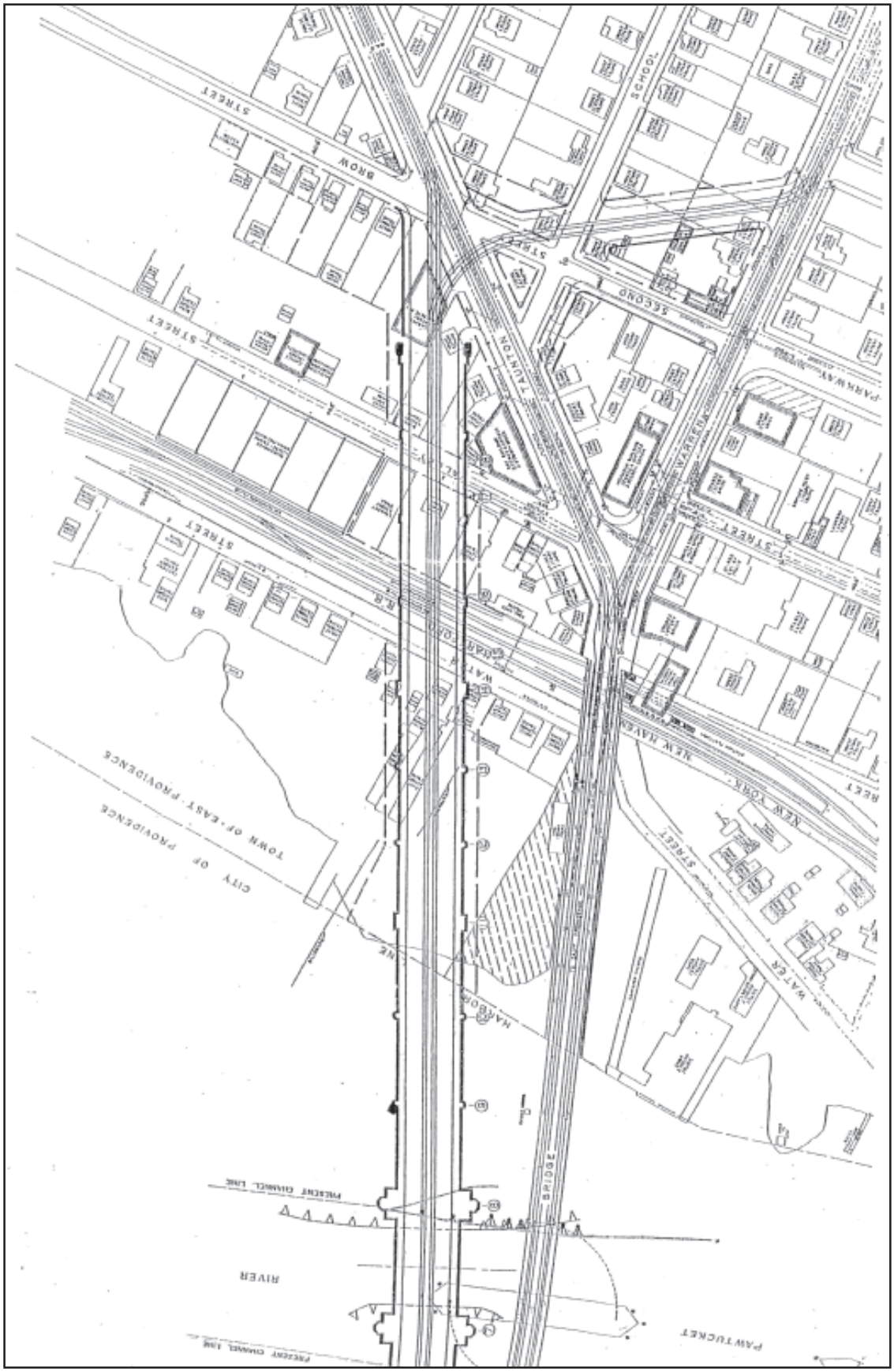

Figure 5-2. Plans depicting the 1885 Seekonk River Bridge and the proposed 1930 Washington Bridge alignments.

Figure 5-3. 1939 aerial photograph of I-195/Taunton Avenue/Warren Avenue Interchange project area (source: RIGIS 1939).

Figure 5-4. 1962 aerial photograph of I-195/Taunton Avenue/Warren Avenue Interchange project area (source: RIGIS 1962).

Figure 5-5. 1972 aerial photograph of I-195/Taunton Avenue/Warren Avenue Interchange project area (source: RIGIS 1972).

Field Review

Following the review of available archival materials, a field review consisting of a walkover/drive over of the general area encompassing the I-195/Taunton Avenue/Warren Avenue Interchange project area was conducted. The field review was performed to evaluate environmental conditions and physical integrity of the project area for the purpose of assigning archaeological sensitivity. The majority of the project area is characterized by dense residential, commercial, and transportation land uses. The majority of the proposed interchange improvements are contained within the cleared areas of the existing ramps. The amount of disturbance that has taken place in the area has most likely compromised the integrity of any archaeological deposits within the area.

Archaeological Sensitivity Ranking

Information collected during the archival research and walkover/drive over survey was used to predict the locations and types of archaeological sites that could be expected within the I-195/Taunton Avenue/ Warren Avenue Interchange project area. The criteria are proximity of recorded and documented sites, local land use history, environmental data, and existing conditions. The I-195/Taunton Avenue/Warren Avenue Interchange project area was ranked according to the potential for the presence of archaeological resources based on information collected during the background research and walkover survey. Subsurface testing is typically planned for areas assigned high sensitivity rankings and where project impacts will occur. Table 5-1 is a summary of the different factors used to develop the archaeological rankings.

Table 5-1. Archaeological Sensitivity Ranking.

Factors								*Ranking*
Presence of Sites		Proximity to Favorable Cultural/ Environmental Characteristics			Degree of Disturbance			
Known	Unknown	≤ 150 m	150-500 m	> 500 m	None/ Minimal	Moderate	Extensive	Sensitivity
•		•			•			*High*
•		•				•		*High*
•		•					•	*Low*
•			•		•			*High*
•			•			•		*High*
•			•				•	*Low*
•				•	•			*High*
•				•		•		*High*
•				•			•	*Low*
	•	•			•			*High*
	•	•				•		*Moderate*
	•	•					•	*Low*
	•		•		•			*High*
	•		•			•		*Moderate*
	•		•				•	*Low*
	•			•	•			*Moderate*
	•			•		•		*Low*
	•			•			•	*Low*

Historic development within the corridor has been continuous and extensive with filling, cutting, and construction episodes. The extent of historic period disturbances in the study area associated with industrial, residential, and transportation development has most likely destroyed the integrity of any pre-contact period archaeological deposits and/or early post-contact period archaeological deposits. Based on our review of available materials, the project area for the I-195/Taunton Avenue/Warren Avenue Interchange has low archaeological sensitivity and no potential for containing intact archaeological deposits.

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HISTORIC AND ARCHITECTURAL RESOURCES RECONNAISANCE SURVEY

TECHNICAL REPORT

HISTORIC AND ARCHITECTURAL RESOURCES RECONNAISANCE SURVEY IMPROVEMENTS TO I-195/TAUNTON AVENUE/WARREN AVENUE INTERCHANGE PROJECT ENVIRONMENTAL ASSESSMENT

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PAL Report No. 1724-2

April 2005
Revised April 2007

PAL Publications

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MANAGEMENT ABSTRACT

The City of East Providence and the Rhode Island Department of Transportation (RIDOT) have initiated a transportation study to provide improved access to the Interstate Highway System at the existing I-195/Taunton Avenue/Warren Avenue interchange in East Providence, Rhode Island. Gordon R. Archibald, Inc. (GRA), prime consultant to the City of East Providence, is preparing an Environmental Assessment (EA) that analyzes the environmental impacts of the project, as well as design documents for the proposed improvements. GRA contracted PAL to assist in the preparation of the EA by conducting appropriate surveys to assess the potential impact of the project on significant cultural resources.

The purpose of the historic and architectural resources reconnaissance survey conducted within the project Area of Potential Effect (APE) and presented in this report is to identify known architectural resources, to identify all historic resources that are 50 years old or older, and to make recommendations for the need for additional surveys and National Register of Historic Places (National Register) evaluation, if warranted. A combination of literature research and field review conducted for the reconnaissance architectural survey of the I-195/Warren Avenue/Taunton Avenue Interchange project APE identified a total of 490 historic resources; two individual properties listed in the National Register; three properties that have been determined eligible for listing in the National Register; and 74 historic resources that have been previously surveyed. Fifty-five historic resources are recommended for further intensive survey and evaluation for National Register eligibility.

The I-195/Warren Avenue/Taunton Avenue Interchange project APE also contains seven resources, bridges and overpasses, associated with the 1959 construction of Interstate 195. Although they will be 50 years old in 2009 and would need to be evaluated at that time, they appear to lack national significance and are likely to be exempt from Section 106 review in accordance with the recent Advisory Council on Historic Preservation policy published in the Federal Register, March 10, 2005.

As project planning goes forward with selection of a preferred alternative and project design it is recommended that Federal Highway Administration, RIDOT, and the Rhode Island Historical Preservation and Heritage Commission/Rhode Island State Historic Preservation Office incorporate the results of the intensive survey and continue to consult regarding project impacts to historic properties that are listed or determined eligible for listing in the National Register, and consider ways to avoid, minimize, or mitigate any adverse effects.

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CHAPTER ONE

INTRODUCTION

The City of East Providence and the Rhode Island Department of Transportation (RIDOT) have initiated a transportation study to provide improved access to the Interstate Highway System at the existing I-195/Taunton Avenue/Warren Avenue Interchange (I-195 Interchange) in East Providence, Rhode Island (Figure 1-1). The need to improve the I-195 Interchange is two-fold. The existing I-195 Interchange does not provide traffic movements to and from the east on I-195, and the current study is an opportunity to investigate means for providing these movements. Secondly, the City of East Providence has recently adopted the *East Providence Waterfront Special Development District Plan* ("Waterfront District Plan"), which details proposed improvements to 300 acres of currently underutilized waterfront property along the Providence and Seekonk rivers. The Waterfront District Plan calls for the redevelopment of the waterfront in a mix of land uses including commercial, residential, retail, and recreational. At the present time, development of the waterfront is hindered by a lack of complete access at the I-195 Interchange. The present study provides an opportunity to investigate ways to improve this access. The proposed project falls under review of the Rhode Island Historical Preservation and Heritage Commission (RIHPHC), the State Historic Preservation Office, in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and Section 4(f) of the Transportation Act of 1966.

Gordon R. Archibald, Inc. (GRA), prime consultant to the City of East Providence, is preparing an Environmental Assessment (EA) that analyzes the environmental impacts of the project, as well as design documents for the proposed improvements. GRA contracted PAL to assist in the preparation of the EA by conducting appropriate surveys to assess the potential impact of the project on significant cultural resources. The goal of the reconnaissance-level architectural survey is to identify all properties 50 years old or older, and more recent properties that may possess exceptional significance, as well as known properties included in existing inventories and those properties listed in or determined eligible for listing in the National Register of Historic Places (National Register), within the project corridor. The reconnaissance survey also makes recommendations regarding the need for and level of further historic resources investigations to complete intensive historic resources surveys and National Register evaluation, if warranted. Preparation of a historic context(s) for the project area is also a component of reconnaissance survey tasks.

PAL undertook research, fieldwork, and analysis to prepare this report under contract to GRA. Peter Mair served as the project manager. The architectural documentation was overseen by Virginia H. Adams (senior architectural historian) and was completed by Matthew A. Kierstead (industrial historian), Ann Chapman and Mark Rayburn (architectural historians), and Ileana Matos (architectural projects assistant). The archaeological sensitivity assessment for the project area will be reported separately.

Figure 1-1. Map of the I-195/Taunton Avenue/Warren Avenue Interchange project location, shown on the Providence, Rhode Island USGS, 7.5 quadrangle map.

Project Description

The proposed Improvements to the I-195 Interchange will involve a number of build alternatives that essentially consist of modifications to the existing interchange through the construction of new roadways or ramps. Other options in lieu of interchange improvements will also be investigated, such as upgrading the local street system (Upgrade Alternative), improving traffic efficiency on the existing street system (Transportation System Management (TSM), as well as a No-build or No-action Alternative.

Project Authority

The Improvements to the I-195 Interchange will be partially funded by the Federal Highway Administration (FHWA) and thus is an undertaking subject to Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). Under Section 106, federal agencies are responsible for identifying resources listed in or eligible for listing in the National Register and assessing the effects of their actions on them. The procedures prescribed in Section 106 are referred to as the "Section 106 process" and are set forth in regulations issued by the Advisory Council on Historic Preservation (ACHP), "Protection of Historic Properties" (36 CFR 800). The cultural resource surveys for this project were conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800), Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303), and the Rhode Island Historic Preservation Act (Rhode Island General Law 42-45).

Study Area and Area of Potential Effect

An Area of Potential Effect (APE) is defined as ". . . the geographic area within which the undertaking may cause changes in the character of or use of historic properties, if any such properties exist" [36 CFR 800.16 (d)]. A historic property is defined as ". . . any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior" [36 CFR 800.16(l)]. The establishment of a project APE is based on the potential for effect, which will differ for aboveground historic properties (historic districts, buildings, objects, and structures) and belowground historic properties (archaeological sites). As defined by the 36 CFR 800 regulations, factors that have the potential to directly or indirectly affect historic properties include impacts related to changes in noise, vibration, visual, traffic, atmospheric levels, as well as construction activities and cumulative impacts.The EA study area for the I-195 Interchange project encompasses a T-shaped area around the existing interchange, including an I-195/Taunton Avenue/Warren Avenue corridor and an area along the Seekonk River waterfront as well side streets at the interchange area. The proposed upgrade alternative includes Warren Avenue from the interchange east to Broadway (Figure 1-2). The entire study area is considered the APE for the purposes of this reconnaissance survey. PAL estimated that this study area encompasses approximately 400 properties. Included within the study area are the Odd Fellows Hall, 63-67 Warren Avenue, and St. Mary's Episcopal Church, 81 Warren Avenue, which are individually listed in the National Register.

As project plans are developed and the preferred alternative is selected, the APE for aboveground historic properties will be refined, likely to a more limited corridor around the existing and proposed interchange. Any additional architectural surveys will be restricted to a refined APE defined by possible impacts to aboveground historic properties resulting from the preferred project alternative.

Figure 1-2. Map of the I-195/Taunton Avenue/Warren Avenue Interchange project APE.

CHAPTER TWO

METHODOLOGY

Goals and Strategies

The APE for the I-195/Taunton Avenue/Warren Avenue Interchange project in East Providence encompasses an area estimated to contain approximately 400 individual historic resources. PAL's approach to this historic architectural resources reconnaissance survey is designed to provide a level of information appropriate to the stage of project planning and commensurate with the anticipated level and location of project impacts.

The RIHPHC reviewed preliminary information about the I-195/Taunton Avenue/Warren Avenue Interchange project and provided comments in a letter dated February 16, 2005 (Sanderson 2005). The RIHPHC noted that the general project area encompasses the area historically known as Watchemoket Square, which was a major urban node until the construction of Route 195. In addition, the project area contains properties that are listed in the National Register of Historic Places, eligible for the National Register, or are worthy of further consideration for National Register status. These properties include: the National Register-listed Oddfellow's Hall (63-67 Warren Avenue) and Saint Mary's Episcopal Church (81 Warren Avenue); the National Register-eligible Veterans Memorial Parkway; and several properties in the project area that are considered worthy of National Register evaluation, Industrial National Bank (39 Warren Avenue), Narragansett Electric substation (corner of Mauran and Second streets), the former oyster packing house (Water Street), and the Memorial to Bucklin Post No. 20.

The goals of the historic architectural resources reconnaissance survey conducted within the project APE were to: 1) complete a literature search to collect existing information about historic resources that have been previously surveyed, listed or determined eligible for listing in the National Register, and/or designated as local historic districts; 2) develop historic contexts for the resources within the APE; 3) undertake fieldwork to characterize the APE and identify resources that are 50 years old or older; and 4) make recommendations for additional survey and evaluation as needed.

To achieve these goals, two strategies were employed during the survey: 1) a literature search; and 2) field investigations to characterize the project area and identify historic resources.

Literature Search

PAL conducted a literature search at PAL, in the files of the RIHPHC and the City of East Providence Department of Planning and Development, and using Internet resources.

Research materials reviewed include information about historic resources within the project APE that had been previously surveyed. Reports of previous research conducted in the APE, including the Statewide Historical Preservation Reports for East Providence (Longstreth 1976) was consulted. Reports consulted about industrial properties included the Historic American Engineering Record's *Rhode Island: An Inventory of Historic Engineering and Industrial Sites* (Kulick and Bonham 1978). The survey and National Register files of the RIHPHC were reviewed. Information about all surveyed properties in the APE was entered in a database. Collected information from the inventory forms included RIHPHC number, address, historic name, estimated date of construction, and description summary. Copies were made of existing National Register of Historic Places nominations.

Fieldwork and Visual Inspection

Fieldwork, consisting first of walkover and visual inspection, was undertaken in the APE to become familiar with the project area and the general character and number of historic resources within it. Fieldwork verified previously documented National Register resources. Digital photographs were taken of selected properties and streetscapes within the proposed area of direct project impact, and map notations were made of their location on the base map.

The inspection technique was designed to verify known historic properties, characterize the range of historic resources within the APE, and to make a preliminary assessment of additional survey and evaluation needs for historic resources within a refined APE.

Analysis and Historic Context Development

Following the completion of research and fieldwork, results were synthesized. Background research was consolidated into historic contexts for the historic and architectural development of East Providence's Watchemoket neighborhood, Warren Avenue, and associated industrial and transportation developments. The data collected about National Register-listed and eligible properties and previously inventoried properties were tabulated. The results of the research and fieldwork are presented in Chapter 4.

National Register Criteria for Evaluation

The National Register criteria are the standards for evaluating the significance of resources as established by the National Park Service, Department of the Interior. The criteria are designed to guide the evaluation of potential entries for the National Register.

Properties eligible for inclusion in the National Register are generally 50 years old or older and meet the following criteria. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield information important in prehistory or history.

CHAPTER THREE

HISTORIC CONTEXT

Overview

The I-195/Warren Avenue/Taunton Avenue Interchange (Interchange) project APE is located along Interstate 195 and East Providence's Seekonk River waterfront. The project area is situated in the historic Watchemoket area of East Providence. The waterfront, located along the Seekonk River, has long been associated with maritime interests. This area, a crossroad for railroads, bridges, and highways, has shaped the historic, residential, and commercial development in this area. The APE contains residential and small commercial buildings, as well as a range of industrial- and transportation-associated resources along the Seekonk River waterfront.

The following historic context of the Watchemoket area of East Providence, Rhode Island will aid in an understanding of the significance of the existing historic architecture, infrastructure, and landscape within the project area. The information for this context has been drawn from the results of professional cultural resource management surveys, a review of state files at the RIHPHC, local histories, and resource-specific histories.

European Discovery and Exploration (1524–1636)

Prior to European settlement in the seventeenth century, the Seekonk River served as a territorial boundary between two Native American groups (Longstreth 1976:5; RIHPC 1986). The federation of Wampanoag Indians inhabited the area east of the Seekonk River, with territory that encompassed the eastern side of Narragansett Bay and extended through southeastern Massachusetts, Cape Cod, and the Islands (Longstreth 1976:5). The Narragansett Tribe occupied the lands on the west side of the river and Narragansett Bay.

The first European exploration of Narragansett Bay was led by Verrazano in 1524. Governor John Winthrop of Massachusetts traveled up the Seekonk River during his 1645 explorations of the region. Early descriptions refer to the Seekonk River as part of the regular route from Providence to Boston at that time (Carlton 1940:508). The first contact between Native Americans and Europeans resulted in the epidemic spread of infectious diseases within the Native American populations (RIHPC 1986).

European Settlement and Expansion (1636–1775)

Seventeenth-century European settlements were established in Massachusetts Bay and Plymouth colonies in the 1630s. The new European settlements encroached on Wampanoag and Narragansett lands, ultimately leading to deteriorating relationships between the colonists and Native Americans. Increasing

hostilities culminated in King Philip's War in 1675–1676, and resulted in the defeat of the Narragansetts. During the early settlement period, European settlements typically established a few permanent buildings such as a meetinghouse, residences, and a few businesses such as gristmills. Economic pursuits emphasized agriculture, with crops and livestock, supplemented by hunting, fishing, and timber harvest. Within a short period of time, new patterns of land use led to profound alterations of the New England landscape (RIHPC 1986).

The first European settlement in Rhode Island was a short-lived colony established by Roger Williams in 1635 in what is now the northern section of East Providence. Williams had been exiled from the Massachusetts Bay and Plymouth colonies by church and government leaders, who were hostile to his radical "separatist" views. He and a small band of followers established their first settlement on the northern side of Seekonk Cove (Omega Pond) in the area of present day Roger Williams Avenue. This area came under the jurisdiction of the Massachusetts Bay colony a few months later, and Williams and his followers subsequently moved to a location on the west side of the Seekonk River, where they established the settlement of Providence in 1636 (Conforti 1976:7; Longstreth 1976:5).

A second, permanent settlement was established in the East Providence area in the early1640s by a group of Puritans as part of the Plymouth Colony. In 1641, Governor Winslow of the Plymouth Colony and John Brown, acting as an assistant, purchased between 8 and 10 square miles of land from Massasoit, chief of the Wampanoags. The area of the Rehoboth Purchase included the present-day communities of Rehoboth and Seekonk, most of East Providence and part of Pawtucket. In 1644, a group of more than 200 Puritans led by Reverend Samuel Newman arrived in Seekonk and began to lay out a village. The settlement was centered approximately 1 mile north of the I-195 Taunton Avenue/Warren Avenue project area between the Ten Mile and Seekonk rivers, north of Omega Pond, in a flat and open area referred to as the Seekonk Plains (Longstreth 1976:5).

Federal and Early Industrial Periods (1775–1830)

By 1775, twenty-nine towns had been established in Rhode Island, two-thirds of which bordered on Narragansett Bay or Block Island Sound. Maritime commerce developed along the New England coast during this period, exporting agricultural products and importing European goods. Prior to the Revolutionary War (1775–1783), Newport was Rhode Island's major maritime port. By the 1780s, however, Providence began to supplant Newport as a major seaport. The American industrial revolution began with mills manufacturing textiles in Pawtucket in the 1790s, which rapidly spread throughout the Blackstone Valley and beyond. This period saw the construction of many roads, turnpikes, canals, and railroads that carried goods to and from the New England area (RIHPC 1986).

In the East Providence area, the pattern of development in this period was characterized by the evolution from homesteads scattered throughout the area to outlying settlements, to small villages, and in some cases to new towns. As the population increased throughout the area, much of the woodland was cut and converted into cultivated farmland. Maritime commerce developed along coastal regions. During the Revolutionary War, defensive fortifications were located near the head of the Providence River (Longstreth 1976:74).

In the decades following the Revolutionary War, the East Providence area grew rapidly, greatly facilitated by the construction of new bridges that improved on existing ferry service that linked the east side of the Seekonk River with the Providence neighborhood known as Fox Point. By the 1790s, Fox Point was being developed as a commercial center and as the major transportation hub in Providence. The Fox Point waterfront had facilities for packet boats, coastal freighters, and eventually railroads, supplementing private wharves. In conjunction with this development, the area north of the Fox Point waterfront developed into a densely populated residential area (Cady 1957:61; Woodward and Sanderson 1986:16). Across the Seekonk River from Fox Point, the East Providence village that would become Watchemoket was still predominantly rural in character, however, the destiny of this area would soon change.

Beginning in the 1790s, a series of bridges were built across a narrow section of the Seekonk River, connecting the highly commercialized area of Fox Point with Watchemoket, which was to become a major transportation crossroads for the region. In 1793, the area got its first permanent bridge, a long open deck timber bridge approximately 300 feet south of the present Washington Bridge that extended from Fox Point in Providence to Bold Point in the East Providence area. Built by John Brown, the bridge was named the Washington Bridge in honor of his friend George Washington. The first Washington Bridge was destroyed by storms in 1807 and 1815, and was subsequently rebuilt twice, replaced by a covered bridge sometime after 1820. Other bridges soon spanned the Seekonk River, including the Red Bridge built north of Washington Bridge, and railroad bridges. All of the bridges over the Seekonk River were initially toll bridges, a practice that continued until 1862 (Allen 1957:78; Conwill 2002; Cranston 1947:1; EPHS 1997:9).

Early Industrial Period (1830–1860)

By the mid-1830s, the Industrial Revolution was transforming the landscape once more. Railroad lines connected Providence and East Providence with points beyond. The Boston and Providence Railroad, chartered in 1831, was one of the first three railroads established in New England. It reached Watchemoket in 1835, linking the small village to Attleboro, Massachusetts (Cornwall and Smith 1989). Initially, the tracks ended in East Providence, and passengers accessed Providence on foot or by horse-drawn carriage over a 1794 timber bridge. In 1835 this service was replaced by a new wood railroad trestle across the river into Providence (Ericson 1997). In 1847, the Boston and Providence built a new alignment from Attleboro to Providence. Additional railroad lines were soon established, including the Providence, Warren and Bristol line in 1855 and the Providence and Worcester line in 1868.

The growing transportation network spurred development of some rural areas, including Watchemoket, into urban villages and towns. Conversion of the Watchemoket area from a sparsely populated farming village into a thriving urban center began in the 1840s. Recognizing the commercial potential of the area, two local landowners, Joshua Mauran and Tristam Burges developed their land to accommodate both residential and commercial development (Figure 3-1). In 1845, Mauran platted a large portion of his property near the Washington Bridge into a 22-block subdivision south of Warren Avenue. A few years later, Burges platted out a portion of his land along Taunton and Warren avenues. Typically, lots were sold one at a time to speculators for resale, with or without construction of a new house on the lot. It took several decades for these first two Watchemoket subdivisions to fill up. Eventually, the core area

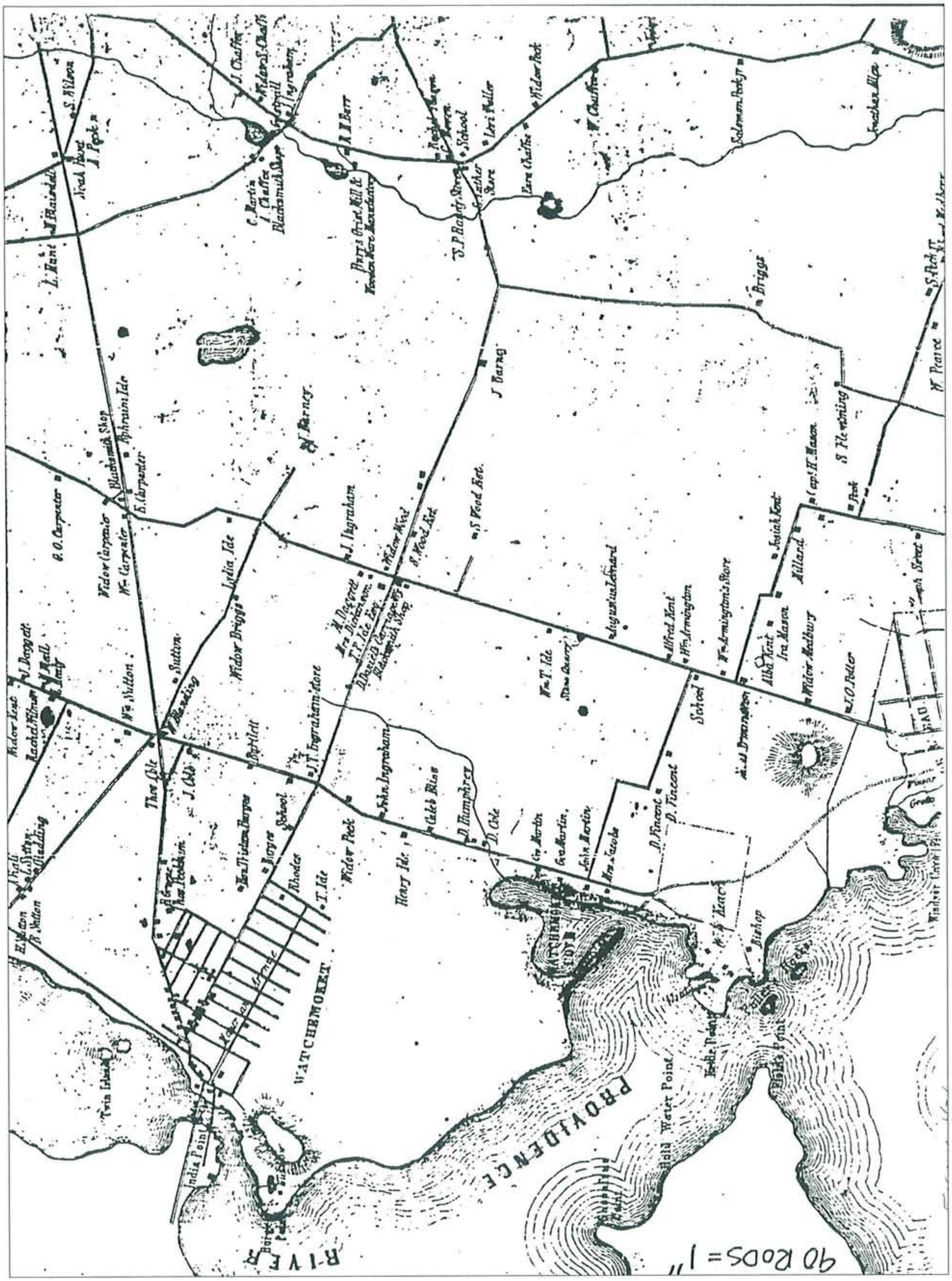

Figure 3-1. 1850 map of the Seekonk, depicting Watchemocket (source: Walling 1850).

around Taunton and Warren avenues developed into a compact urban center (Figure 3-2) (Conforti 1976:74–79; Longstreth 1976:19–21).

Early commercial development in the Watchemoket Square area at the intersection of Taunton and Warren Avenues focused on businesses such as inns and shops. These businesses, located near the Washington Bridge, catered to the increasing numbers of travelers passing through the area. John T. Ingraham, established the first store in the area in 1846, located on Warren Avenue at its intersection with Taunton Avenue. The large, two-story Ingraham Building provided space for stores and offices on the first floor, with apartments and a large hall on the second floor, where Buffalo Bill's Wild West Show was once performed. By the turn of the twentieth century, about 100 businesses were located in the area (Conforti 1976:75–76; EPHS 1997:9).

Late Industrial Period (1860–1915)

One of the outcomes of the Civil War was a major demand for manufactured goods. This resulted in a significant expansion of manufacturing companies that produced goods such as textiles and machinery. Large numbers of immigrants migrated from Britain, Europe, and Canada to work in the mills. By the end of the nineteenth century, most residents worked in mills rather than in agriculture and many previously rural villages were transformed into industrialized cities, with many new mill villages providing housing for local workers (RIHPC 1986).

In 1862, the area that is now East Providence, which had previously been under Massachusetts political jurisdiction, was annexed to Rhode Island, and was incorporated as a Rhode Island town. Soon afterward, tolls were abolished on the local bridges, facilitating easier access between bustling Providence and the still rural East Providence. The new highway and railroad bridges would soon make Watchemoket the major rail, water, and highway transportation hub in East Providence. Over the next several decades, commercial and residential growth made Watchemoket a major population center in East Providence. Two subsequent periods of land development occurred, one in the late 1860s and early 1870s, and another in the 1890s. Most of the land developers were small property owners or contractors. One of these, Thomas Henry Ray, introduced the practice of constructing groups of speculative houses on adjacent lots. Nevertheless, the pace of development was slow, and the development of house lots on a block could take a decade or longer. For example, developments along Walnut and Summit streets represent 40 years of building activity. While many new subdivisions were surveyed during these periods, most of the developments were never realized. The core of actual development in the Watchemoket area extended in a relatively compact fashion along Taunton and Warren avenues, extending to Broadway (Longstreth 1976:19).

By 1870, the Watchemoket Square commercial district had expanded from Ingraham's single store into a three-block commercial district, which housed a range of businesses, offices, and apartments. The majority of the businesses in Watchemoket at this time focused on groceries, hardware, and pharmaceuticals. Watchemoket also built a new town hall annex and a library in the 1870s. By the early 1880s, Watchemoket had become the most populated area in East Providence (Figure 3-3). New docks and piers along the shores of the Seekonk River attracted a number of businesses interested in shipping products to other ports in New England. These included the Providence and Worcester Railroad, which shipped coal; two large oyster houses, which packed and shipped oysters; and the Narragansett Milling

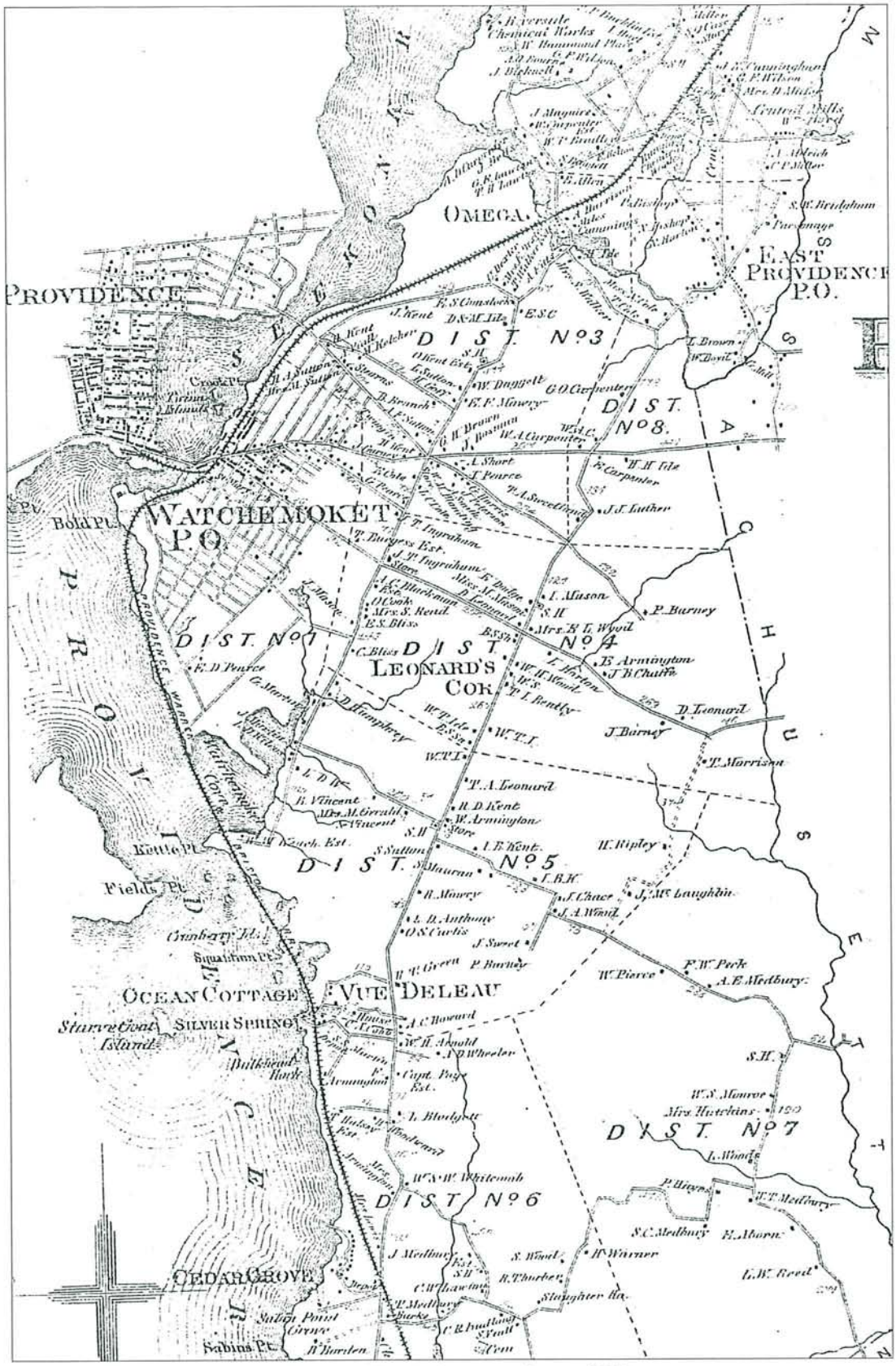

Figure 3-2. 1870 map of East Providence (source: Beers 1870).

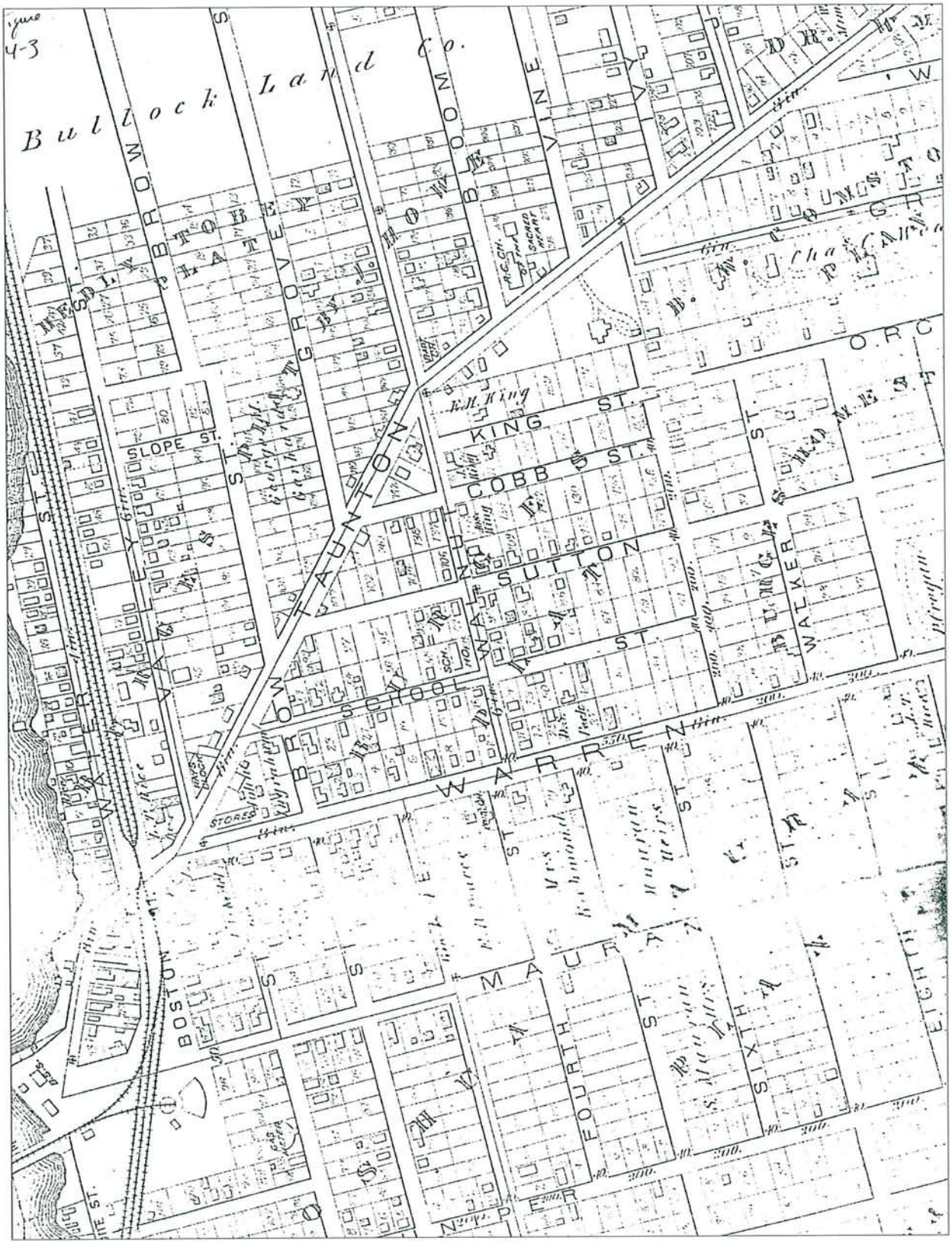

Figure 3-3. 1882 map of East Providence (source: Hopkins 1882).

Company, which processed grain into flour, then shipped it to cities in southern New England. A number of new smaller businesses served the local community, including repair shops, markets, and dry goods stores (Conforti 1976:77–79). By 1890, Watchemoket became East Providence's political center as well as its population center. New civic structures appeared, including a new town hall, built on Taunton Avenue in 1889, and the police department established their new headquarters next door in 1890. Private organizations also built new structures to house their organizations. The International Order of Odd Fellows Hall on Warren Avenue, designed by the Providence architectural firm of Gould & Angell, was built for the Reliance Lodge #34 in 1889. The building design included rented commercial space on the ground floor, with a second floor meeting hall (Conforti 1976:79–80; Longstreth 1976:74).

The new industries attracted an increasingly diverse ethnic population to Watchemoket. After the Civil War, many Irish immigrants moved from Providence (where they had initially settled) to East Providence. Beginning in the 1880s and 1890s, Portuguese immigrants who had previously settled in the Fox Point section of Providence, began to move to East Providence. Between 1900 and about 1930, they were joined by many Portuguese immigrants who had previously settled in Fall River or New Bedford. They were attracted by jobs in local mills and factories, most of them settling in the Watchemoket or Rumford sections of East Providence (Conforti 1976:87).

New schools and churches were built to accommodate the new residents. In the 1870s, evening schools opened in Watchemoket for the first time. Foreign immigrants were able to attend evening classes to learn English. In 1910, a new Taunton Avenue high school was completed. New churches were also built in the area to serve the local population. St. Mary's Episcopal Church on Warren Avenue, completed in 1870, was designed by architect G.E. Harney in the Carpenter Gothic style (Longstreth 1976:74–75). The Church of the Sacred Heart, built in 1880 on Taunton Avenue in Watchemoket, became the first Catholic church in East Providence. The church served a mainly Irish constituency who previously had to travel to Pawtucket to attend a Catholic church. A second Catholic church, Saint Francis Xavier Church, built in 1915, became a community gathering place for the Portuguese community in Watchemoket (Conforti 1976:87). Most of the housing that was built in Watchemoket was modest, reflecting the needs of the local, largely working class, population. Local builders constructed dwellings that were typically simple and conservative in style, adapted to the area's narrow lots. House plans were often taken from pattern books, and incorporated traditional building practices with mass-produced decorative elements (Longstreth 1976:22).

Modern Era (1915–present)

World War I provided a stimulus for the New England textile industry, but it was soon followed by a region-wide decline in the industry, as competition from southern mills increased. Many mills in Rhode Island and other New England states went bankrupt and were abandoned during this period. The Great Depression added another blow to the region's economy, which remained poor until World War II provided a new stimulus for the production of manufactured goods. Military installations constructed during World War II were abandoned after the war. Rhode Island saw continued immigration, especially of Portuguese, Italians and Southeast Asians. The urban core of older cities deteriorated after World War II, however, with many families moving to smaller communities outside of cities, which were becoming rapidly suburbanized. In Rhode Island, the regional commercial and industrial axis of growth developed in a northeast-southwest direction, from Providence and Pawtucket to Cranston and Warwick.

Major federal and state transportation projects connected Rhode Island cities with Boston and New York. The fabric of decaying urban communities was often disrupted by major federal and state transportation projects implemented in the post-World War II era. In addition, urban renewal projects of the 1950s and 1960s also eroded the fabric in many core urban areas (RIHPC 1986).

Watchemoket grew slowly in the early years of the twentieth century, following the characteristic growth patterns that had been established in the late nineteenth century. In the years just prior to World War I, Watchemoket experienced a major growth spurt. During this period, many new subdivisions were established to accommodate the residential growth. Many of the homes were built in the newly popular Bungalow style. The town center continued to be located along the major arteries of Taunton, Warren, and Waterman avenues. Prior to World War II, an increasing number of commercial facilities were established along arterial streets, many of them substantial one- and two-story masonry buildings. Despite the growth of the Watchemoket area, there were still sizable tracts of open space nearby, until the postwar boom. Growth patterns in East Providence and Watchemoket began to change, however, by the 1930s. The changes were caused in part by population pressure, and in part by changes to the road and highway system that ultimately disrupted the compact urban fabric of the community (Longstreth 1976:40).

The early years of the twentieth century began with ambitious new regional planning proposals that would create an extensive protected open space network linked by parkways in Providence and East Providence. Known as the Rhode Island Metropolitan Park Plan, the project was first proposed in 1903, and was patterned after a successful, ongoing initiative in metropolitan Boston. The Rhode Island proposal included a shoreline parkway in East Providence, intended to travel past scenic shoreline vistas. While most of the elements of the ambitious proposal were never adopted, the shoreline parkway in East Providence was constructed. Designed by the firm of Frederick Law Olmsted, Jr., construction began in 1910, and the parkway was completed within the decade. The structure was initially named the Barrington Parkway, but was renamed the Veterans Memorial Parkway after World War II. The parkway extended 2.3 miles south along the shore of the Seekonk and Providence rivers, extending from just south of Washington Bridge past Watchemoket Cove. It includes views of shoreline that were not scenic, since industrial uses such as oil storage tanks now dotted the shores. Nevertheless, the parkway has preserved scenic bluffs as open space, and has created a buffer between oil tanks and adjacent residential areas (Longstreth 1976:42).

Another 1903 Rhode Island project, a statewide proposal to upgrade major roadways, had less favorable effects on the village character of the area. Over the next several decades, projects to widen roads in East Providence were initiated on Pawtucket, Newport, and Willett avenues, Wampanoag Trail, and portions of Broadway, Waterman, Warren, and Taunton avenues. By the 1930s, many of the roads were widened to four lane highways. The new roads accommodated the new automobile craze, but the formerly rural quality of roads was destroyed, trees and stone walls were removed, and the pedestrian scale of the streets was lost. The new road system was extensive, and had far reaching impacts on the existing urban fabric. Where previous growth had occurred in a compact urban village form, after the new roads were built, development tended to sprawl out along the major thoroughfares. New commercial businesses that developed on these streets were often businesses such as diners and gas stations (Longstreth 1976:42–43). In 1920, in response to increased traffic, the State of Rhode Island decided to replace the 1885 Washington Bridge with a larger structure. The new bridge, completed in 1930 (Rhode

Island Bridge No. 200) served as a major connection between Providence and East Providence, and impacted land use and street patterns in both Providence and East Providence. In the Watchemoket Square area, many buildings were demolished to make way for the concrete bridge abutments (Figure 3-4 and Figure 3-5). By 1942 the traffic circulation system at the Watchemoket Square end of the bridge in East Providence was suffering from traffic congestion (Providence Journal 1942:11).

The most drastic changes to the Watchemoket and East Providence landscape occurred as a result of the late 1950s/early 1960s federal highway programs. In 1959, Interstate 195 was constructed through the middle of East Providence, bisecting Watchemoket and eliminating remnants of Watchemoket Square. The Washington Bridge now connected East Providence via Interstate 195 to southeastern Massachusetts communities. The construction of Interstates 95 and 195 augmented the commercial and industrial growth of East Providence, and increased traffic significantly (Figure 3-6). In 1968 a second bridge, Bridge 700 (Washington Bridge North), was constructed immediately north of the bridge to handle westbound traffic and the Washington Bridge was reconstructed to carry eastbound traffic only. The bridge is one of only three major open spandrel reinforced concrete arch bridges in the state (Kierstead 2002). This bridge is currently undergoing a major reconstruction project

East Providence continued to develop in the late twentieth century, with the growth of the post-World War II neighborhoods of Watchemoket, Kent Heights, Rumford, and Riverside, as well as smaller subdivisions within East Providence. A huge boom in residential construction occurred between 1945 and 1969, with 5,100 houses built (Longstreth 1976:48). The town raced to meet the needs of the increased population, including expanded water, sewer, and school systems. In 1958, East Providence gained official designation as a city (Longstreth 1976). East Providence became a center for many wholesale companies and light industries during the 1960s and 1970s, especially jewelry, machinery, and metal product manufacturers. Despite the new boom in commercial development, many of the older neighborhoods like Watchemoket experienced decline, due in part to aging housing stock, traffic congestion, and the postwar move of many families from urban areas to suburbs. New commercial "strip" development spread along sections of Broadway, Pawtucket, and Taunton avenues. After 1960, this sprawl pattern of development was supplemented by the construction of several East Providence shopping centers, including one on the outskirts of Watchemoket (Figure 3-7). The new commercial business helped the local economy, and during the 1960s, East Providence experienced the second fastest retail sales growth in the state (Longstreth 1976:50–53).

Nevertheless, despite the twentieth-century incursions by transportation routes, elements of a sprawl pattern of development, and alterations to historic buildings such as the use of vinyl siding and replacement windows, the East Providence neighborhood of Watchemoket continues to exhibit vitality and conveys a strong sense of place. East Providence was one of the communities included in a 1970s statewide survey of historic resources worthy of preservation. The conclusions of the survey were presented in a report that concludes that the area has several fine architecturally significant historic buildings worthy of preservation. The report noted that one of the community's greatest assets was its urban fabric, with examples of buildings and styles representing more than 300 years of development. The conclusions made in the report with regard to preservation of the community's character, written by noted architectural historian Richard Longstreth, applied then, and still apply today to Watchemoket and other East Providence neighborhoods:

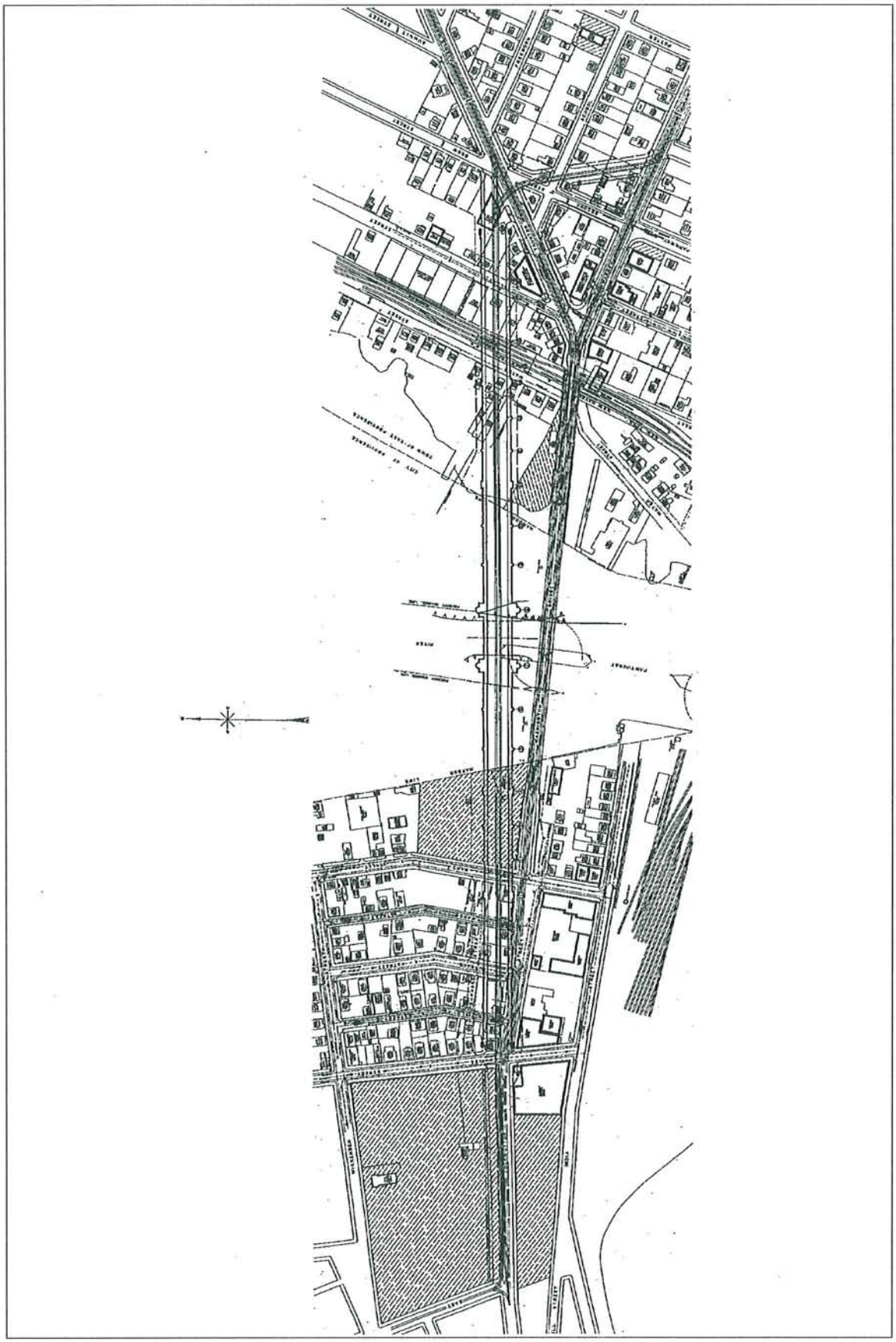

Figure 3-4. Plans depicting the 1885 Seekonk River Bridge and the proposed 1930 Washington Bridge alignments.

Figure 3-5. 1939 aerial photograph of I-195/Taunton Avenue/Warren Avenue Interchange project area (source: RIGIS 1939).

Figure 3-6. 1962 aerial photograph of I-195/Taunton Avenue/Warren Avenue Interchange project area (source: RIGIS 1962).

Figure 3-7. 1972 aerial photograph of I-195/Taunton Avenue/Warren Avenue Interchange project area (source: RIGIS 1972).

Among the most important advantages East Providence has is the configuration of its streets and the scattering of communities inside its boundaries, giving the whole a small scale to which people can easily relate. The numerous short, often dead-end streets, self-contained neighborhoods, and the village identity resulting from historical growth patterns contribute to a sense of place as well as foster local pride and community stability. The preservation of these characteristics and the encouragement of future development to enhance them will go a long way to ensure the continued appeal of the city as a place to live (Longstreth 1976:54).

CHAPTER FOUR

RESULTS AND RECOMMENDATIONS

Identified Historic Architectural Resources

The historic architectural reconnaissance survey determined that the I-195/Warren Avenue/Taunton Avenue Interchange (Interchange) project APE contains 490 historic resources that are 50 years old or older. The complete list of these resources is contained in Appendix A–Table 1, their locations are shown in Figure 4-1 (back pocket), and photographs of each resource, keyed to Table 1 and Figure 4-1, appear in Appendix B.

This compilation includes 74 previously surveyed buildings identified in the RIHPHC state inventory files during the literature review. The identified resources include residential, commercial, industrial, and transportation-related resources along the Seekonk River waterfront, extending eastward along Warren Avenue, and distributed in the residential neighborhoods north and south of the Interchange.

A summary of these resources and their relation to the I-195/Warren Avenue/Taunton Avenue Interchange project APE are further described below.

National Register-Listed Properties

Two properties are listed in the National Register as part of the East Providence Multiple Resource Area nomination within the I-195/Warren Avenue/Taunton Avenue Interchange project APE. Historic properties that are listed in or have been determined eligible for listing in the National Register are located in Figure 4-2 and summarized in Appendix A–Table 2.

Oddfellow's Hall, 63-67 Warren Avenue

The Oddfellow's Hall, known as the International Order of Odd Fellows (I.O.O.F.) Hall, was completed in 1889 for the Reliance Lodge #34 of the I.O.O.F., chartered in 1874. Designed by architects Gould & Angell, one of Providence's leading architectural firms in the late nineteenth century and constructed by contractor John Champlin, the I.O.O.F. Hall cost about $12,000. The building design included rented commercial space on the ground floor, with a second floor meeting hall. The building was listed in the National Register in 1980 (RI Statewide Survey Historic Building Data Sheet; Longstreth 1976:74).

Saint Mary's Episcopal Church, 81-83 Warren Avenue

St. Mary's Episcopal Church, designed by architect G.E. Harney in the Carpenter Gothic style, was completed in 1870. The Parish was formed in 1871 as a mission of St. Stephen's Church in Providence.

Alterations to the church in 1889 included replacement of the original board-and-batten siding shingle sheathing. The church and attached 1914 parish hall were listed in the National Register in 1980 (RI Statewide Survey Historic Building Data Sheet; Longstreth 1976:74–75). The adjacent rectory at 83 Warren Avenue, a Stick Style single family residence, was not included in the 1980 nomination but is being recommended by PAL for further survey & evaluation.

National Register Determined Eligible Properties

Three National Register Determined Eligible properties are located within the I-195/Warren Avenue/ Taunton Avenue Interchange project APE (see Figure 4-2 and Appendix A–Table 2).

Washington Bridge No. 200

The southern span of the Washington Bridge is a monumental, multiple-span, reinforced concrete, open spandrel arch bridge completed in 1930. The bridge carries Interstate I-195 eastbound over the Seekonk River between Providence and East Providence. It is a major work of concrete bridge engineering and an example of the Colonial Revival style in public works and was formally determined eligible for listing in the National Register as part of the Rhode Island Historic Bridge Inventory in 1989.

India Point Railroad Bridge

The India Point Railroad Bridge was constructed in 1902 to carry a line of the New York, New Haven and Hartford Railroad from Providence to East Providence over the Seekonk River. The bridge was taken out of active service in 1974. The India Point Railroad Bridge was designed by the Boston Bridge Works, and in 1993 was one of seven surviving through-truss bridges by this company in existence, one of two in Rhode Island. The bridge was formally determined eligible for listing in the National Register in 1993 (Sanderson 1993). The moveable span and pier have been removed to improve navigation in this section of the Seekonk River leaving the two East Providence approach spans and abutments (Kierstead 1997).

Veterans Memorial Parkway

Veterans Memorial Parkway is a 2.3-mile-long parkway designed by the Olmsted landscape architecture firm and constructed in 1910. The RIHPHC determined Veterans Memorial Parkway eligible for listing in the National Register of Historic Places. As part of the *Rhode Island Designed Landscapes, 1638-Present Multiple Property Nomination* (Brockway and Adams 1991) this resource was also recommended as eligible for listing. While boundaries of the resource have not been finalized, the draft nomination indicates a working boundary roughly 60 feet on either side (east and west) of the road centerline.

Recommendations for Additional Survey and Evaluation

The reconnaissance level survey identified 38 individual resources within the I-195/Warren Avenue/ Taunton Avenue Interchange project APE that warrant intensive survey and evaluation to determine whether they may be eligible for National Register listing. The preliminary results of the reconnaissance

survey were reviewed and commented on by the RIHPHC and the East Providence Historic Properties Commission (EPHPC) (see Appendix C for relevant correspondence). As a result 55 resources are recommended for further study and evaluation. Resources that may be eligible for the National Register are listed in Appendix A–Table 3 and shown in Figure 4-1. These include four resources that have been identified by the RIHPHC (Sanderson 2005):

- Industrial National Bank, 39 Warren Avenue (no. 381)
- Narragansett Electric Substation, Mauran and Second streets (no. 16)
- Former Oyster Packing House, Water Street (no. 481)
- Memorial to Bucklin Post No. 20 (statue in front of City Hall) (no. 316).

Furthermore, the RIHPHC has identified a small cluster of properties bounded by Potter Street, School Street, Purchase Street and Warren Avenue that retain some architectural integrity and may warrant consideration as an historic district (see Figure 4.1 for approximated boundaries, subject to further study and evaluation).

PAL recommends that intensive survey, including completion of Rhode Island Property Information Sheets, and National Register eligibility evaluation be completed for those resources identified during the reconnaissance survey within the I-195/Warren Avenue/Taunton Avenue Interchange project APE. These consist of individual residences and commercial buildings dating from the late nineteenth and early twentieth centuries.

The I-195/Warren Avenue/Taunton Avenue Interchange project APE contains seven resources, bridges and overpasses, associated with the 1959 construction of Interstate 195. Although they will be 50 years old in 2009 and would need to be evaluated at that time, they appear to lack national significance and are likely to be exempt from Section 106 review in accordance with the recent Advisory Council on Historic Preservation policy published in the Federal Register, March 10, 2005.

Summary and Recommendations

A combination of literature research and field review conducted for this reconnaissance architectural survey of the I-195/Warren Avenue/Taunton Avenue Interchange project APE identified two individual properties listed in the National Register; three properties that have been determined eligible for listing in the National Register; and 74 historic resources that have been previously surveyed. A total of 55 historic resources are recommended for further intensive survey and evaluation for National Register eligibility. As project planning goes forward with selection of a preferred alternative and project design it is recommended that FHWA, RIDOT and the RIHPHC/Rhode Island State Historic Preservation Office incorporate the results of the intensive survey and continue to consult regarding project impacts to historic properties that are listed or determined eligible for listing in the National Register, and consider ways to avoid, minimize, or mitigate any adverse effects.

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Appendix A

TABLES

Table 1. Comprehensive List of All Historic Resources 50 Years Old or Older in the I-195/Warren Avenue/Taunton Avenue Interchange Project Area of Potential Effect.

Map #	Address	Date Constructed	Description Summary	Status
1	22 1st Street	ca. 1930	2 story, no style, commercial	No further work recommended
2	25 1st Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
3	29 1st Street	ca. 1915	2.5 story, no story, multi family	No further work recommended
4	38 1st Street	ca. 1875	2 story, Italianate single family	Survey/Evaluation Recommended
5	51 1st Street	ca. 1900	foundation ruins of early gasholder	No further work recommended
6	54 1st Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
7	80 1st Street	ca. 1910	3 story, no style, multi family	No further work recommended
8	81 1st Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
9	82 1st Street	ca. 1910	2.5 story, no style, multi family	No further work recommended
10	87 1st Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
11	89 1st Street	ca. 1900	2 story, no style, single family	No further work recommended
12	95 1st Street	ca. 1880	3.5 story, no style, multi family	No further work recommended
13	98 1st Street	ca. 1915	2 story, no style, single family	No further work recommended
14	102 1st Street	ca. 1905	2 story, no style, single family	No further work recommended
15	53-55 2nd Street	ca. 1870	2.5 story, no style, multi family	No further work recommended
16	54 2nd Street	ca. 1914	1 story, Victorian Eclectic, industrial	Survey/Evaluation Recommended
17	63-65 2nd Street	ca. 1870	2.5 story, no style, multi family	No further work recommended
18	67-69 2nd Street	ca. 1870	1.5 story, no style, single family	No further work recommended
19	70 2nd Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
20	74 2nd Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
21	78 2nd Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
22	81 2nd Street	ca. 1900	2.5 story, no style, multi family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
23	94 2nd Street	ca. 1920	1 story, no style, single family	No further work recommended
24	10-12 4th Street	ca. 1895	2.5 story, Shingle Style, multi family	No further work recommended
25	14 4th Street	ca. 1882-1893	1.5 story, Queen Anne, single family	Survey/Evaluation Recommended
26	15 4th Street	ca. 1920	1.5 story, Bungalow single family	No further work recommended
27	18 4th Street	1892	2.5 story, Queen Anne, single family	Survey/Evaluation Recommended
28	21-23 4th Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
29	22-24 4th Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
30	27? 4th Street	ca. 1915	2 story, no style, multi family	No further work recommended
31	33 4th Street	ca. 1920	1.5 story, Bungalow single family	No further work recommended
32	35 4th Street	ca. 1910	2.5 story, no style, multi family	No further work recommended
33	21 Agnes Street	ca. 1950	2 story, no style, commercial	No further work recommended
34	35 Agnes Street	ca. 1950	2 story, no style, commercial	No further work recommended
35	45 Agnes Street	ca.1950	2 story, no style, single family	No further work recommended
36	55 Agnes Street	ca. 1950	2 story, no style, single family	No further work recommended
37	115 Agnes Street	ca. 1940	2 story, no style, single family	No further work recommended
38	121-123 Agnes Street	ca. 1940	2 story, no style, multi family	No further work recommended
39	5 Alford Street	ca. 1915	2 story, no style, single family	No further work recommended
40	6 Anthony Street	ca. 1910	2 story, no style, multi family	No further work recommended
41	16 Anthony Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
42	24 Anthony Street	ca. 1915	2 story, no style, single family	No further work recommended
43	28 Anthony Street	ca. 1920	2.5 story, no style, single family	No further work recommended
44	31 Anthony Street	ca. 1920	2.5 story, no style, single family	No further work recommended
45	32 Anthony Street	ca. 1920	2 story, no style, single family	No further work recommended
46	5-7 Berkeley Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
47	12 Boston Street	ca. 1900	2.5 story, no style, multi family	Survey/Evaluation Recommended

Map #	Address	Date Constructed	Description Summary	Status
48	16 Boston Street	ca. 1910	2.5 story, no style, multi family	No further work recommended
49	939 Broadway	ca. 1925	2 story, Colonial Revival, single family	No further work recommended
50	943 Broadway	ca. 1920	2 story, no style, single family	No further work recommended
51	969 Broadway	ca. 1930	1 story, no style, commercial	No further work recommended
52	12 Burgess Avenue	ca. 1890-1900	1 story, no style, commercial	No further work recommended
53	14 Burgess Avenue	ca. 1925	2 story, no style, multi family	No further work recommended
54	18 Burgess Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
55	25 Burgess Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
56	26-28 Burgess Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
57	29 Burgess Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
58	30 Burgess Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
59	49-51 Burgess Avenue	ca. 1920	2.5 story, no style, multi family	No further work recommended
60	52 Burgess Avenue	ca. 1924	1.5 story, Bungalow, single family	No further work recommended
61	54 Burgess Avenue	ca. 1917-1921	1 story, Bungalow, single family	No further work recommended
62	58 Burgess Avenue	ca. 1920	2 story, no style, single family	No further work recommended
63	61 Burgess Avenue	ca. 1910	2 story, no style, single family	No further work recommended
64	62 Burgess Avenue	ca. 1920	2 story, no style, single family	No further work recommended
65	65 Burgess Avenue	ca. 1910	2 story, no style, single family	No further work recommended
66	66 Burgess Avenue	ca. 1925	2 story, no style, single family	No further work recommended
67	69 Burgess Avenue	ca. 1910	2 story, no style, single family	No further work recommended
68	70 Burgess Avenue	ca. 1910	2 story, no style, single family	No further work recommended
69	73 Burgess Avenue	ca. 1915	2 story, no style, single family	No further work recommended
70	76 Burgess Avenue	ca. 1915	2.5 story, no style, single family	No further work recommended
71	77 Burgess Avenue	ca. 1915	2 story, no style, single family	No further work recommended
72	81 Burgess Avenue	ca. 1915	2 story, no style, single family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
73	85 Burgess Avenue	ca. 1925	1 story, no style, commercial	No further work recommended
74	89 Burgess Avenue	ca. 1920	2 story, no style, single family	No further work recommended
75	93 Burgess Avenue	ca. 1915	2.5 story, no style, single family	No further work recommended
76	4-6 Carpenter Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
77	5 Carpenter Street	ca. 1925	1 story, no style, commercial	No further work recommended
78	7 Carpenter Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
79	8-10 Carpenter Street	ca. 1920	2 story, no style, multi family	No further work recommended
80	15 Carpenter Street	ca. 1915	1.5 story, no style, single family	No further work recommended
81	3-5 Cobb Street	ca. 1890	1.5 story, Italianate single family	Survey/Evaluation Recommended
82	9 Cobb Street	ca. 1900	2 story, no style, single family	No further work recommended
83	27 Cobb Street	ca. 1905	2.5 story, no style, multi family	No further work recommended
84	29 Cobb Street	ca. 1905	2.5 story, no style, multi family	No further work recommended
85	32 Cobb Street	ca. 1905	2.5 story, no style, single family	Survey/Evaluation Recommended
86	37 Cobb Street	ca. 1910	2.5 story, no style, single family	No further work recommended
87	45 Cobb Street	ca. 1915	2 story, no style, single family	No further work recommended
88	50 Cobb Street	ca. 1915	2.5 story, no style, single family	No further work recommended
89	53 Cobb Street	ca. 1920	2 story, no style, single family	No further work recommended
90	54 Cobb Street	ca. 1915	2 story, no style, single family	No further work recommended
91	57 Cobb Street	ca. 1920	2 story, no style, single family	No further work recommended
92	12-14 Cross Street	ca.1915	2 story, no style, multi family	No further work recommended
93	15 Cross Street	ca. 1915	2.5 story, no style, single family	No further work recommended
94	17 Donnelly Street	ca. 1920	2 story, no style, single-family	No further work recommended
95	18 Donnelly Street	ca. 1950	1.5 story, no style, single family	No further work recommended
96	156-158 Freeborn Avenue	ca. 1882-1895	1.5 story, no style, multi family	No further work recommended
97	44-46 Freeborn Street	ca. 1860	1.5 story, Italianate multi family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
98	48 Freeborn Street	ca. 1900	2.5 story, Italianate multi family	No further work recommended
99	52 Freeborn Street	ca. 1910	2 story, no style, single family	No further work recommended
100	56 Freeborn Street	ca. 1910	2 story, no style, single family	No further work recommended
101	60 Freeborn Street	ca. 1910	2 story, no style, single family	No further work recommended
102	64 Freeborn Street	ca. 1900	2 story, no style, single family	No further work recommended
103	68 Freeborn Street	ca. 1915	2.5 story, no style, single family	No further work recommended
104	78 Freeborn Street	ca. 1915	2.5 story, no style, single family	No further work recommended
105	96 Freeborn Street	ca. 1915	2 story, no style, single family	No further work recommended
106	126 Freeborn Street	ca. 1915	2 story, no style, single family	No further work recommended
107	128 Freeborn Street	ca. 1910	1.5 story, no style, single family	No further work recommended
108	132 Freeborn Street	ca. 1910	2 story, no style, single family	No further work recommended
109	144 Freeborn Street	ca. 1925	1 story, no style, commercial	No further work recommended
110	152 Freeborn Street	ca. 1900	2 story, no style, single family	Survey/Evaluation Recommended
111	154 Freeborn Street	ca. 1915	2 story, no style, single family	No further work recommended
112	160 Freeborn Street	ca. 1910	2 story, no style, multi family	No further work recommended
113	166 Freeborn Street	ca. 1910	2 story, no style, multi family	No further work recommended
114	172-174 Freeborn Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
115	180 Freeborn Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
116	184-186 Freeborn Street	ca. 1920's	2.5 story, no style, multi family	Survey/Evaluation Recommended
117	196 Freeborn Street	ca. 1940's	2 story, no style, single family	No further work recommended
118	220 Freeborn Street	ca. 1920's	1.5 story, no style, multi family	No further work recommended
119	224 Freeborn Street	ca. 1920	1.5 story, Bungalow single family	No further work recommended
120	226 Freeborn Street	ca. 1925	2 story, Colonial Revival, single family	No further work recommended
121	232 Freeborn Street	ca. 1920	2 story, no style, single family	No further work recommended
122	1 Grove Avenue	ca. 1875	2.5 stories, Italianate, commercial	Survey/Evaluation Recommended

Map #	Address	Date Constructed	Description Summary	Status
123	12 Henry Street	ca. 1915	2 story, no style, single family	No further work recommended
124	129 Hull Street	ca.1940	2 story, no style, single family	No further work recommended
125	133 Hull Street	ca. 1940	1 story, no style, single family	No further work recommended
126	134-136 Hull Street	ca.1930	2.5 story, no style, single family	No further work recommended
127	137 Hull Street	ca.1940	2 story, no style, single family	No further work recommended
128	n/a I-195	1959	Highway Infrastructure	No further work recommended
129	n/a I-195	1959	Highway Infrastructure	No further work recommended
130	n/a I-195	1959	Highway Infrastructure	No further work recommended
131	38 Juniper Street	ca. 1940	2 story, Cape, single family	No further work recommended
132	116 Juniper Street	ca. 1900	2 story, no style, single family	No further work recommended
133	122 Juniper Street	ca. 1870-1880	2.5 story, Italianate, multi family	No further work recommended
134	129 Juniper Street	ca. 1880	2 Story, 2nd Empire single family	No further work recommended
135	136 Juniper Street	ca. 1900	2 story, no style, single family	No further work recommended
136	49-51 Lyon Avenue	ca. 1915	2 story, no style, single family	No further work recommended
137	18-20 Lyon Street	ca. 1925	2.5 story, no style, multi family	No further work recommended
138	19 Lyon Street	ca. 1915	2 story, no style, single family	No further work recommended
139	27 Lyon Street	ca. 1910	2.5 story, no style, multi family	No further work recommended
140	n/a Lyon Street	1959		No further work recommended
141	99 Mauran Street	ca. 1925	1.5 story, no style, commercial	No further work recommended
142	104 Mauran Street	ca. 1910	2 story, no style, single family	No further work recommended
143	110 Mauran Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
144	116 Mauran Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
145	117 Mauran Street	ca. 1905	2.5 story, no style, commercial	No further work recommended
146	118 Mauran Street	ca. 1900	2 story, no style, multi family	No further work recommended
147	135 Mauran Street	ca. 1930?	1.5 style, no style, commercial	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
148	138 Mauran Street	ca. 1900	2 story, no style, single family	No further work recommended
149	144 Mauran Street	ca. 1920	2 story, no style, single family	No further work recommended
150	145-147 Mauran Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
151	146-148 Mauran Street	ca. 1928	2.5 story, no style, multi family	No further work recommended
152	149 Mauran Street	ca. 1920	1.5 story, Bungalow single family	Survey/Evaluation Recommended
153	150-152 Mauran Street	ca. 1922	2.5 story, no style, multi family	No further work recommended
154	153-155 Mauran Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
155	154-156 Mauran Street	ca. 1915	2 story, no style, multi family	No further work recommended
156	151 North Brow Street	ca. 1930	2 story, no style, industrial	No further work recommended
157	48 North Carpenter Street	ca. 1920	1.5 story, no style, single family	No further work recommended
158	50 North Carpenter Street	ca. 1915	2 story, no style, single family	No further work recommended
159	55 North Carpenter Street	ca. 1948	1 story, no style, single family	No further work recommended
160	217-219 North County	ca. 1925	2 story, no style, multi family	No further work recommended
161	218 North County	ca. 1955	2 story, no style, single family	No further work recommended
162	222 North County	ca. 1925	2 story, no style, single family	No further work recommended
163	38-40 North Phillips Street	ca. 1920	2.5 story, no style, single family	No further work recommended
164	41 North Phillips Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
165	42 North Phillips Street	ca. 1915	2 story, no style, single family	No further work recommended
166	37 North Prospect Street	ca. 1915	2 story, no style, single family	No further work recommended
167	38 North Prospect Street	ca. 1890	2 story, Queen Anne, multi family	Survey/Evaluation Recommended
168	42 North Prospect Street	ca. 1910	2 story, no style, single family	No further work recommended
169	43 North Prospect Street	ca. 1920	2 story, no style, single family	No further work recommended
170	46 North Prospect Street	ca. 1910	2 story, no style, single family	No further work recommended
171	30-40 North Sharon Street	ca. 1930	2 story, modified Bungalow	No further work recommended
172	35 North Sharon Street	ca. 1920	2 story, no style, single family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
173	36 North Sharon Street	ca. 1930	1.5 story, Bungalow, single family	No further work recommended
174	37 North Sharon Street	ca. 1920	2 story, no style, single family	No further work recommended
175	53 Oakley Street	ca. 1925	2 story, no style, multi family	No further work recommended
176	79 Oakley Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
177	9 Orchard Street	ca. 1870-1882	1.5 story, no style, multi family	No further work recommended
178	10 Orchard Street	ca. 1860	1.5 story, Greek Revival, single family	Survey/Evaluation Recommended
179	13 Orchard Street	ca. 1920	2 story, no style, single family	No further work recommended
180	22 Orchard Street	ca. 1920	2 story, no style, single family	No further work recommended
181	24 Orchard Street	ca. 1870	1.5 story, no style, single family	No further work recommended
182	25 Orchard Street	ca. 1920	2 story, no style, single family	No further work recommended
183	27 Orchard Street	ca. 1915	2 story, no style, single family	No further work recommended
184	30 Orchard Street	ca.1920	2 story, no style, single family	No further work recommended
185	32 Orchard Street	ca.1920	2 story, no style, single family	No further work recommended
186	34 Orchard Street	ca.1920	2 story, no style, single family	No further work recommended
187	38 Orchard Street	ca.1915	2 story, no style, single family	No further work recommended
188	39 Orchard Street	ca. 1910	2 story, no style, single family	No further work recommended
189	40 Orchard Street	ca.1915	2 story, no style, single family	No further work recommended
190	42-44 Orchard Street	ca. 1915	2 story, no style, multi family	No further work recommended
191	9 Pier Road	ca. 1930	1.5 story, no style, commercial	No further work recommended
192	n/a Pier Road	ca. 1902	India Point Railroad Bridge	Determined Eligible
193	7 Potter Street	ca. 1918	2.5 story, no style, multi family	Survey/Evaluation Recommended
194	11 Potter Street	ca. 1918	2.5 story, no style, multi family	Survey/Evaluation Recommended
195	33 Potter Street	ca. 1890	2 story, Italianate single family	Survey/Evaluation Recommended
196	36-38 Potter Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
197	39 Potter Street	ca. 1900	2 story, no style, single family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
198	47 Potter Street	ca. 1850-1874	1-story, Greek Revival, single family	Survey/Evaluation Recommended
199	48 Potter Street	ca. 1900	2 story, no style, multi family	Survey/Evaluation Recommended
200	48A Potter Street	ca. 1920?	1 story, no style, single family	No further work recommended
201	55 Potter Street	ca. 1900	2 story, Italianate, multi family	No further work recommended
202	61 Potter Street	ca. 1920	2.5 story, no style, mixed use	No further work recommended
203	n/a Potter Street	1959	Highway Infrastructure	No further work recommended
204	15 Purchase Street	ca. 1915	2 story, no style, single family	No further work recommended
205	12 Purchase Street	ca. 1900	2 story, no style, single family	No further work recommended
206	49-51 Purchase Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
207	42 Purchase Street	ca. 1915	2.5 story, no style, single family	No further work recommended
208	43 Purchase Street	ca. 1910	2.5 story, no style, single family	No further work recommended
209	46 Purchase Street	ca. 1915	2 story, no style, single family	No further work recommended
210	47 Purchase Street	ca. 1915	2 story, no style, single family	No further work recommended
211	55 Purchase Street	ca. 1900	2 story, no style, single family	No further work recommended
212	56 Purchase Street	ca. 1950	3 story, no style, institutional	Survey/Evaluation Recommended
213	59 Purchase Street	ca. 1900	2 story, no style, single family	No further work recommended
214	60 Purchase Street	ca. 1910	2.5 story, no style, multi family	No further work recommended
215	63 Purchase Street	ca. 1910	2 story, no style, single family	No further work recommended
216	9 Purchase Street	ca. 1910	2 story, no style, single family	No further work recommended
217	n/a Purchase Street	1959	Bridge on Purchase Street, over I-195	No further work recommended
218	130 Quarry Street	ca. 1915	2.5 style no style, single family	No further work recommended
219	0 School Street	ca. 1880	1 story, stable, currently vacant	Survey/Evaluation Recommended
220	7 School Street	ca. 1915	2 story, no style, single family	No further work recommended
221	15 School Street	ca. 1920	2 story, no style, single family	No further work recommended
222	17-19 School Street	ca. 1920	2 story, no style, multi family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
223	25 School Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
224	29 School Street	ca. 1950	2 story, Cape single family	No further work recommended
225	35 School Street	ca. 1910	2 story, no style, single family	No further work recommended
226	49 School Street	ca. 1915	2.5 story, no style, multi family	Survey/Evaluation Recommended
227	53-55 School Street	ca. 1860	2.5 story, no style, multi family	Survey/Evaluation Recommended
228	57-59 School Street	ca. 1915	2.5 story, no style, multi family	Survey/Evaluation Recommended
229	85 School Street	ca. 1880	2.5 story, Italianate, multi family	Survey/Evaluation Recommended
230	61-63 School Street	ca. 1880	2 story, no style, multi family	Survey/Evaluation Recommended
231	14 Slocum Street	ca. 1920	1.5 story, Bungalow single family	No further work recommended
232	??? South Brow Street	ca.1950	2 story, no style, commercial	No further work recommended
233	255 South County Street	ca. 1950	2 story, no style, single family	No further work recommended
234	8 South Phillips Street	ca. 1915	2 story, no style, single family	No further work recommended
235	12 South Phillips Street	ca. 1915	2 story, no style, single family	No further work recommended
236	15 South Phillips Street	ca. 1925	1 story, no style, single family	No further work recommended
237	9 South Prospect Str	ca. 1890	2 story, Italianate/Victorian Eclectic, single family	Survey/Evaluation Recommended
238	10 South Prospect Street	ca. 1915	2 story, no style, single family	No further work recommended
239	14 South Prospect Street	ca. 1915	2 story, no style, single family	No further work recommended
240	15 South Prospect Street	ca. 1915	2 story, no style, single family	No further work recommended
241	10-12 South Sharon Street	ca. 1920	2 story, no style, multi family	No further work recommended
242	14-16 South Sharon Street	ca. 1920	2 story, no style, multi family	No further work recommended
243	10-12 Summit Street	ca.1915	2.5 story, no style, single family	No further work recommended
244	20 Summit Street	ca. 1900	2.5 story, no style, single family	No further work recommended
245	25 Summit Street	ca. 1920	2 story, no style, single family	No further work recommended
246	26 Summit Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
247	30 Summit Street	ca. 1885	2.5 story, Italianate, multi family	Survey/Evaluation Recommended

Map #	Address	Date Constructed	Description Summary	Status
248	34 Summit Street	ca. 1905	2.5 story, no style, multi family	Survey/Evaluation Recommended
249	37 Summit Street	ca. 1910	2-story, no style, single family	No further work recommended
250	38 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
251	39 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
252	40-44 Summit Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
253	43 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
254	46 Summit Street	ca. 1915	2.5 story, no style, single family	No further work recommended
255	47 Summit Street	ca. 1920	2 story, no style, single family	No further work recommended
256	49 Summit Street	ca. 1922-1923	1.5 story, no style, single family	No further work recommended
257	50 Summit Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
258	54 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
259	58 Summit Street	ca. 1910	2.5 story, no style, multi family	No further work recommended
260	59 Summit Street	ca. 1922-1923	1.5 story, Bungalow, single family	No further work recommended
261	62 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
262	63 Summit Street	ca. 1915	2 story, no style, multi family	No further work recommended
263	66 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
264	67 Summit Street	ca. 1920	2 story, no style, single family	No further work recommended
265	70 Summit Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
266	73 Summit Street	ca. 1920	2 story, no style, single family	No further work recommended
267	74 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
268	77 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
269	81 Summit Street	ca. 1892-1894	2.5 story, Queen Anne, single family	No further work recommended
270	82 Summit Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
271	83-85 Summit Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
272	86 Summit Street	ca. 1910	2.5 story, no style, multi family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
273	89 Summit Street	ca. 1925	2.5 story, Colonial Revival, single family	No further work recommended
274	91 Summit Street	ca. 1910	1.5 story, no style, single family	No further work recommended
275	92 Summit Street	ca. 1905	2 story, Gothic Revival, single family	No further work recommended
276	93-95 Summit Street	ca. 1882-1892	2-story, no style, multi family	No further work recommended
277	97 Summit Street	ca. 1882-1892	2.5 story, no style, single family	No further work recommended
278	98 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
279	99 Summit Street	ca. 1890	2.5 story, no style, single family	No further work recommended
280	102 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
281	105 Summit Street	ca. 1882-1892	2.5 story, no style, single family	Survey/Evaluation Recommended
282	106 Summit Street	ca. 1910	2 story, no style, single family	No further work recommended
283	109 Summit Street	ca. 1882-1892	2.5 story, no style, single family	No further work recommended
284	110 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
285	111 Summit Street	ca. 1892-1894	2 story, no style, single family	No further work recommended
286	114-116 Summit Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
287	117 Summit Street	ca. 1920	2 story, no style, single family	No further work recommended
288	118 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
289	121 Summit Street	ca. 1920	2 story, no style, single family	No further work recommended
290	124 Summit Street	ca. 1920	2 story, no style, multi family	No further work recommended
291	125 Summit Street	ca. 1920	2 story, no style, single family	No further work recommended
292	129 Summit Street	ca.1910	2 story, no style, single family	No further work recommended
293	130 Summit Street	ca. 1920	2.5 story, no style, single family	No further work recommended
294	134 Summit Street	ca. 1915	2.5 story, no style, single family	No further work recommended
295	136 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
296	137 Summit Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
297	141 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
298	145 Summit Street	ca.1920	2 story, Colonial Revival, single family	No further work recommended
299	148 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
300	149 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
301	150 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
302	152 Summit Street	ca. 1915	2 story, no style, single family	No further work recommended
303	60 Taunton Avenue	ca. 1882-1895	2-story, Queen Anne, multi family	Survey/Evaluation Recommended
304	68 Taunton Avenue	ca. 1915	2.5 story, no style, commercial	No further work recommended
305	80 Taunton Avenue	ca. 1860	2-story, Italianate, religious	Survey/Evaluation Recommended
306	81 Taunton Avenue	ca. 1900	2.5 story, no style, mixed use	No further work recommended
307	84 Taunton Avenue	ca. 1900	2 story, no style, mixed use	No further work recommended
308	87 Taunton Avenue	1895	2.5 story, no style, mixed use	No further work recommended
309	91 Taunton Avenue	ca. 1847-1850	1.5 story, no style, multi family	No further work recommended
310	95 Taunton Avenue	ca. 1910	2 story, no style, mixed use	No further work recommended
311	99 Taunton Avenue	ca. 1905	2.5 story, mixed use	No further work recommended
312	112 Taunton Avenue	1950 cornerstone	1-story, no style, religious	Survey/Evaluation Recommended
313	118 Taunton Avenue	1899	2.5 story, Colonial Revival, religious	No further work recommended
314	124 Taunton Avenue	ca. 1920	2 story, no style, commercial	No further work recommended
315	130-154 Taunton Avenue	ca. 1935	2-story, Art Deco, commercial	Survey/Evaluation Recommended
316	147 Taunton Avenue	1919	Monument, Bronze statue of union soldier	Survey/Evaluation Recommended
317	445 Taunton Avenue	ca. 1890	2.5 story, Italianate, single family	No further work recommended
318	36 Teofilo Braga Way	ca. 1920	3 story, no style, multi family	No further work recommended
319	40 Teofilo Braga Way	ca. 1920	3 story, no style, multi family	No further work recommended
320	74-84 Valley Street	ca. 1930	1 story, no style, industrial	No further work recommended
321	90 Valley Street	ca. 1900	3 story, no style, single family	No further work recommended
322	125-129 Valley Street	ca.1930	2 story, no style	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
323	160 Valley Street	ca.1940	1 story, no style, industrial	No further work recommended
324	175 Valley Street	ca. 1925	1 story, no style, industrial	No further work recommended
325	213 Valley Street	ca. 1940	2 story, no style, industrial	No further work recommended
326	1 Veteran's Memorial Park	ca. 1900	2 story, no style, single family	Survey/Evaluation Recommended
327	30 Veteran's Memorial Park	ca. 1930	1 story, no style, commercial	No further work recommended
328	n/a Veteran's Memorial Park	ca. 1935	Landscape/Roadway - Veteran's Memorial Parkway	Determined Eligible
329	15 Vine Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
330	20 Vine Street	ca.1915	2.5 story, no style, mulit-family	No further work recommended
331	4 Walnut Street	ca. 1915	2.5 story, no style, mixed use	No further work recommended
332	6-8 Walnut Street	ca. 1875-1882	2.5 story, no style, multi family	No further work recommended
333	10-12 Walnut Street	ca. 1875-1882	3-story, no style, multi family	No further work recommended
334	20-22 Walnut Street	ca. 1925	3-story, no style, multi family	No further work recommended
335	23 Walnut Street	ca. 1870	2.5 story, no style, single family	No further work recommended
336	24 Walnut Street	ca. 1915	2.5 story, no style, multi family	No further work recommended
337	25-27 Walnut Street	ca. 1905	2.5 story, no style, multi family	No further work recommended
338	29 Walnut Street	ca. 1905	2 story, no style, single family	No further work recommended
339	30 Walnut Street	ca. 1905	2 story, no style, single family	No further work recommended
340	33 Walnut Street	ca. 1905	2 story, no style, single family	No further work recommended
341	34 Walnut Street	ca. 1910	2 story, no style, commercial	No further work recommended
342	37 Walnut Street	ca.1915	2 story, no style,single family	No further work recommended
343	40 Walnut Street	ca. 1882-1895	1.5 story, no style,single family	No further work recommended
344	41 Walnut Street	ca.1920	2 story, no style, single family	No further work recommended
345	44 Walnut Street	ca. 1915	2 story, no style, single family	No further work recommended
346	47 Walnut Street	ca.1910	2 story, no style, single family	No further work recommended
347	50-52 Walnut Street	ca. 1910	2.5 story, no style, multi family	Survey/Evaluation Recommended

Map #	Address	Date Constructed	Description Summary	Status
348	51 Walnut Street	ca. 1890	2 story, no style, single family	No further work recommended
349	55 Walnut Street	ca. 1920	2.5 story, no style, single family	No further work recommended
350	56 Walnut Street	ca. 1915	2 story, no style, multi family	No further work recommended
351	59 Walnut Street	ca. 1882-1895	2-story, no style, single family	No further work recommended
352	60 Walnut Street	ca. 1905	2 story, no style, single family	Survey/Evaluation Recommended
353	61-63 Walnut Street	ca. 1920	2.5 story, no style, multi family	No further work recommended
354	64 Walnut Street	ca. 1882-1895	2.5 story, Queen Anne, multi family	No further work recommended
355	65 Walnut Street	ca.1915	2.5 story, no style, single family	No further work recommended
356	68 Walnut Street	ca. 1882-1895	2.5 story, no style, multi family	Survey/Evaluation Recommended
357	71 Walnut Street	ca. 1882-1895	1.5 story, no style, single family	No further work recommended
358	75 Walnut Street	ca. 1915	2 story, no style, multi family	No further work recommended
359	76 Walnut Street	ca. 1890	2.5 story, Queen Anne, single family	Survey/Evaluation Recommended
360	79 Walnut Street	ca. 1900	2 story, no style, single family	No further work recommended
361	83 Walnut Street	ca. 1910	2 story, no style, multi family	No further work recommended
362	85 Walnut Street	ca. 1890	2 story, no style, single family	No further work recommended
363	87 Walnut Street	ca. 1900	2 story, no style, single family	No further work recommended
364	88 Walnut Street	ca. 1890	2 story, Queen Anne, single family	Survey/Evaluation Recommended
365	89-91 Walnut Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
366	92 Walnut Street	ca. 1890	2 story, no style, single family	No further work recommended
367	95 Walnut Street	ca. 1882-1895	2.5 story, no style, single family	No further work recommended
368	96 Walnut Street	ca. 1895	2 story, no style, multi family	No further work recommended
369	98 Walnut Street	ca. 1882-1895	2 story, Neo-Gothic Revival, multi family	Survey/Evaluation Recommended
370	99 Walnut Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
371	103 Walnut Street	ca.1920	2.5 story, no style, multi family	Survey/Evaluation Recommended
372	105 Walnut Street	ca.1920	2.5 story, no style, single family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
373	106 Walnut Street	ca. 1882-1895	2.5 story, Queen Anne, multi family	Survey/Evaluation Recommended
374	114 Walnut Street	ca. 1900	1.5 story, no style, single family	No further work recommended
375	115 Walnut Street	ca. 1890	2.5 story, no style, single family	No further work recommended
376	117-119 Walnut Street	ca. 1900	2.5 story, no style, multi family	No further work recommended
377	120 Walnut Street	ca. 1882-1895	2.5 story, Queen Anne, multi family	Survey/Evaluation Recommended
378	9-15 Warren Avenue	ca. 1900	2 story, no style, commercial	No further work recommended
379	29 Warren Avenue	ca. 1915	1 story, no style, commercial	No further work recommended
380	35 Warren Avenue	ca. 1900	1 story, no style, commcercial	No further work recommended
381	39 Warren Avenue	ca.1920	2 story, Beaux Arts commercial	Survey/Evaluation Recommended
382	63-67 Warren Avenue	1889	Odd Fellows Hall, 3 story, Shingle Style, mixed use	NR Listed
383	69-71 Warren Avenue	ca. 1915	2 story, no style, mixed use	No further work recommended
384	81 Warren Avenue	1914	St. Mary's Episcopal Church - 2.5 story, no style, Parish Hall	NR Listed
385	81 Warren Avenue	1872	St. Mary's Episcopal Church - Carpenter Gothic style church	NR Listed
386	83 Warren Avenue	ca. 1870-1882	St. Mary's Episcopal Church - 1.5 story, Stick Style, Church Rectory	Survey/Evaluation Recommended
387	85 Warren Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
388	89 Warren Avenue	ca. 1850-1860	2.5 story, Greek Revival,	No further work recommended
389	93 Warren Avenue	ca. 1905	2 story, no style, multi family	No further work recommended
390	94 Warren Avenue	ca. 1885	2 story, no style, multi family	Survey/Evaluation Recommended
391	99-95 Warren Avenue	ca. 1925	1 story, no style, commercial	No further work recommended
392	101-103 Warren Avenue	ca. 1915	3 story, no style, multi family	Survey/Evaluation Recommended
393	102 Warren Avenue	ca. 1925	1.5 style Bungalow single family	No further work recommended
394	106-108 Warren Avenue	ca. 1910	2.5 story, no style, multi family	No further work recommended
395	109 Warren Avenue	ca. 1920	1 story, no style, single family	No further work recommended
396	110-112 Warren Avenue	ca. 1910	2.5 story, no style, multi family	No further work recommended
397	111 Warren Avenue	ca. 1920	1 story, no style, commercial	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
398	116 Warren Avenue	ca. 1882-1886	1.5 story, Italianate	No further work recommended
399	117 Warren Avenue	ca. 1910	2.5 story, no style, multi family	No further work recommended
400	120 Warren Avenue	ca. 1910	2.5 story, no style, mixed use	No further work recommended
401	122-124 Warren Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
402	123 Warren Avenue	ca. 1910	2 story, no style, single family	Survey/Evaluation Recommended
403	125-127 Warren Avenue	ca. 1910	2.5 story, no style, multi family	No further work recommended
404	130 Warren Avenue	ca. 1900	2.5 story, no style, multi family	No further work recommended
405	131 Warren Avenue	ca. 1900	2 story, Victorian Eclectic, multi family	No further work recommended
406	136 Warren Avenue	ca. 1920	2 story, no style, mixed use	No further work recommended
407	137 Warren Avenue	ca. 1920	2 story, Colonial Revival multi family	No further work recommended
408	138 Warren Avenue	ca. 1920	2.5 story, no style, single family	No further work recommended
409	139 Warren Avenue	ca. 1925	2 story, Colonial Revival single family	No further work recommended
410	144 Warren Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
411	151 Warren Avenue	ca. 1870-1880	2.5 story, Italianate, multi family	No further work recommended
412	164 Warren Avenue	ca. 1920	2.5 story, no style, multi family	No further work recommended
413	171 Warren Avenue	ca. 1900	2.5 story, Eastlake, multi family	Survey/Evaluation Recommended
414	174 Warren Avenue	ca. 1915	2 story, no style, single family	No further work recommended
415	177 Warren Avenue	ca. 1900	2 story, no style, single family	No further work recommended
416	178-180 Warren Avenue	ca. 1920	2 story, no style, multi family	No further work recommended
417	183 Warren Avenue	ca. 1920	3 story, no style, multi family	No further work recommended
418	185-187 Warren Avenue	ca. 1915	2.5 story, no style, mixed use	No further work recommended
419	192-194 Warren Avenue	ca. 1900	2.5 story, no style, mixed use	No further work recommended
420	200-202 Warren Avenue	ca. 1900	2.5 story, no style, multi family	No further work recommended
421	208 Warren Avenue	ca. 1840	2.5 story, Greek Revival, commercial	No further work recommended
422	209 Warren Avenue	ca. 1915	1.5 story, no style, single family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
423	211-213 Warren Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
424	216 Warren Avenue	ca. 1930	2 story, no style, commercial	No further work recommended
425	217 Warren Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
426	221 Warren Avenue	ca. 1915	2 story, no style, multi family	No further work recommended
427	222 Warren Avenue	ca. 1930	1 story, no style, commercial	No further work recommended
428	227 Warren Avenue	ca. 1905	2 story, no style, single family	Survey/Evaluation Recommended
429	229-233 Warren Avenue	ca. 1930	1 story, Spanish Eclectic, commercial	Survey/Evaluation Recommended
430	234 Warren Avenue	ca. 1950	2 story, no style, commercial	No further work recommended
431	236 Warren Avenue	ca. 1915	2 story, no style, mixed use	No further work recommended
432	245 Warren Avenue	ca. 1930-1940	3 story, no style, commercial	No further work recommended
433	245? Warren Avenue	ca. 1925	2 story, no style, commercial structure	No further work recommended
434	250 Warren Avenue	ca. 1915	2 story, no style, commercial	No further work recommended
435	254 Warren Avenue	ca. 1920	2 story, no style, commercial	No further work recommended
436	256 Warren Avenue	ca. 1920	2.5 story, no style, multi family	No further work recommended
437	257 Warren Avenue	ca. 1930	1 story, no style, rusticated concrete block commercial	No further work recommended
438	258? Warren Avenue	ca. 1915	2 story, no style, single family	No further work recommended
439	261 Warren Avenue	ca. 1915	2 story, no style, originally single family now multi family	No further work recommended
440	262 Warren Avenue	ca. 1935	1 story, no style, commercial structure	No further work recommended
441	263 Warren Avenue	ca. 1910	2 story, Victorian Electic/Colonial Revival style single family	Survey/Evaluation Recommended
442	264 Warren Avenue	ca. 1905	2.5 story, no style, single family	No further work recommended
443	267 Warren Avenue	ca. 1920	2 story, no style, single family	No further work recommended
444	271 Warren Avenue	ca. 1920	2 story, no style, single family	No further work recommended
445	275 Warren Avenue	ca. 1900	2 story, no style, multi family	No further work recommended
446	279 Warren Avenue	ca. 1925	2 story, no style, commercial	No further work recommended
447	278 Warren Avenue	ca. 1925	1 story, no style, commercial	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
448	281 Warren Avenue	ca. 1900	1.5 story, no style, commercial	No further work recommended
449	289 Warren Avenue	ca. 1900	1.5 story, no style, single family	No further work recommended
450	293-295 Warren Avenue	ca. 1900	1.5 story, no style, single family	No further work recommended
451	301 Warren Avenue	ca. 1900	1.5 story, no style, single family	No further work recommended
452	304 Warren Avenue	ca. 1925	1.5 story, Bungalow, mixed use	No further work recommended
453	305 Warren Avenue	ca. 1900	2 story, no style, single family	No further work recommended
454	312 Warren Avenue	ca. 1860 & 1910	2 Story, no style, single family	No further work recommended
455	321 Warren Avenue	ca. 1930	1 story, no style, commercial	No further work recommended
456	323 Warren Avenue	ca. 1930	1 story, no style, commercial	No further work recommended
457	337 Warren Avenue	ca. 1920's	1 story, no style, commercial	No further work recommended
458	338 Warren Avenue	ca. 1875	2 story, Second Empire, multi family	Survey/Evaluation Recommended
459	349 Warren Avenue	ca. 1920	2.5 story, no style, mixed use	No further work recommended
460	353 Warren Avenue	ca. 1920	2.5 story, no style, single family	No further work recommended
461	354 Warren Avenue	ca. 1922	1 story, no style, commercial	No further work recommended
462	357 Warren Avenue	ca. 1915	2.5 story, no style, single family	No further work recommended
463	376 Warren Avenue	ca. 1920	2.5 story, no style, single family	No further work recommended
464	379 Warren Avenue	ca. 1920	2 story, no style, multi family	No further work recommended
465	380 Warren Avenue	ca. 1920	2.5 story, no style, multi family	No further work recommended
466	384 Warren Avenue	ca.1910	2 story, no style, single family	No further work recommended
467	386-388 Warren Avenue	ca. 1915	2.5 story, no style, multi family	No further work recommended
468	391 Warren Avenue	ca. 1915	2.5 story, no style, mixed use	No further work recommended
469	395 Warren Avenue	ca. 1910	2.5 story, no style, single family	No further work recommended
470	397 Warren Avenue	ca. 1920	2 story, no style, commercial	No further work recommended
471	409 Warren Avenue	ca. 1935	1 story, no style, commercial	No further work recommended
472	411-413 Warren Avenue	ca. 1920	2 story, no style, multi family	No further work recommended

Map #	Address	Date Constructed	Description Summary	Status
473	415 Warren Avenue	ca. 1880	1.5 story, no style, single family	No further work recommended
474	450 Warren Avenue	ca. 1920	1.5 story, Bungalow single family	No further work recommended
475	468 Warren Avenue	ca. 1920	1.5 story, Bungalow single family	No further work recommended
476	472-474 Warren Avenue	ca. 1910	2 story, no style, multi family	No further work recommended
477	500 Warren Avenue	ca. 1910	2.5 story, no style, multi family	No further work recommended
478	92 Warren Avenue	ca. 1935	2 story, no style, commercial	No further work recommended
479	n/a Warren Avenue	ca. 1950	bridge abuttement	No further work recommended
480	n/a Warren Avenue	ca. 1885	Ruins of early bridge	No further work recommended
481	28 Water Street	ca. 1905	2.5 story, no style, commercial	Survey/Evaluation Recommended
482	45 Water Street	ca. 1945	3 story, marina building	No further work recommended
483	n/a Water Street	1907	Providence, Warren and Bristol RR Bridge - North Approach	No further work recommended
484	n/a Water Street	1907	Providence, Warren and Bristol RR Bridge - South Approach	No further work recommended
485	n/a Water Street	1930	Washington Bridge - Reinforced concrete, open spandrel arch bridge	Determined Eligible
486	3 Wellington Street	ca. 1940	1.5 story, no style, single family	No further work recommended
487	9-13 Wellington Street	ca. 1940	2.5 story, no style, multi family	No further work recommended
488	17-19 Winsor Street	ca. 1920	2 story, no style, multi family	No further work recommended
489	26-28 Winsor Street	ca. 1920	2 story, no style, multi family	No further work recommended
490	30-32 Winsor Street	ca . 1920	2 story, no style, multi family	No further work recommended

Table 2. Historic Properties Listed in or Determined Eligible for Listing in the National Register of Historic Places in the I-195/Warren Avenue/Taunton Avenue Interchange Project Area of Potential Effect.

Map #	Address	Historic Name/Function	Description Summary	Status
192	n/a Pier Road	India Point Railroad Bridge	India Point Railroad Bridge	Determined Eligible
328	n/a Veteran's Memorial Parkway		Landscape/Roadway - Veteran's Memorial Parkway	Determined Eligible
382	63-67 Warren Avenue	I.O.O.F Hall (Gould & Angell - Architect)	Odd Fellows Hall, 3 story, Shingle Style, mixed use	NR Listed
384	81 Warren Avenue	St. Mary's Episcopal Church Parish Hall	St. Mary's Episcopal Church - 2.5 story, no style, Parish Hall	NR Listed
385	81 Warren Avenue	St. Mary's Episcopal Church	St. Mary's Episcopal Church - Carpenter Gothic style church	NR Listed
485	n/a Water Street	Washington Bridge	Washington Bridge - Reinforced concrete, open spandrel arch bridge	Determined Eligible

Table 3. Historic Resources Recommended for Additional Survey and Evaluation in the I-195/Warren Avenue/Taunton Avenue Interchange Project Area of Potential Effect.

Map #	Address	Date Constructed	Description Summary	Status
4	38 1st Street	ca. 1875	2 story, Italianate single family	Survey/Evaluation Recommended
16	54 2nd Street	ca. 1914	1 story, Victorian Eclectic, industrial	Survey/Evaluation Recommended
25	14 4th Street	ca. 1882-1893	1.5 story, Queen Anne, single family	Survey/Evaluation Recommended
27	18 4th Street	1892	2.5 story, Queen Anne, single family	Survey/Evaluation Recommended
47	12 Boston Street	ca. 1900	2.5 story, no style, multi family	Survey/Evaluation Recommended
81	3-5 Cobb Street	ca. 1890	1.5 story, Italianate single family	Survey/Evaluation Recommended
85	32 Cobb Street	ca. 1905	2.5 story, no style, single family	Survey/Evaluation Recommended
110	152 Freeborn Street	ca. 1900	2 story, no style, single family	Survey/Evaluation Recommended
116	184-186 Freeborn Street	ca. 1920's	2.5 story, no style, multi family	Survey/Evaluation Recommended
122	1 Grove Avenue	ca. 1875	2.5 stories, Italianate, commercial	Survey/Evaluation Recommended
152	149 Mauran Street	ca. 1920	1.5 story, Bungalow single family	Survey/Evaluation Recommended
167	38 North Prospect Street	ca. 1890	2 story, Queen Anne, multi family	Survey/Evaluation Recommended
178	10 Orchard Street	ca. 1860	1.5 story, Greek Revival, single family	Survey/Evaluation Recommended
193	7 Potter Street	ca. 1918	2.5 story, no style, multi family	Survey/Evaluation Recommended
194	11 Potter Street	ca. 1918	2.5 story, no style, multi family	Survey/Evaluation Recommended
195	33 Potter Street	ca. 1890	2 story, Italianate single family	Survey/Evaluation Recommended
198	47 Potter Street	ca. 1850-1874	1-story, Greek Revival, single family	Survey/Evaluation Recommended
199	48 Potter Street	ca. 1900	2 story, no style, multi family	Survey/Evaluation Recommended
212	56 Purchase Street	ca. 1950	3 story, no style, institutional	Survey/Evaluation Recommended

Map #	Address	Date Constructed	Description Summary	Status
219	0 School Street	ca. 1880	1 story, stable, currently vacant	Survey/Evaluation Recommended
226	49 School Street	ca. 1915	2.5 story, no style, multi family	Survey/Evaluation Recommended
227	53-55 School Street	ca. 1860	2.5 story, no style, multi family	Survey/Evaluation Recommended
228	57-59 School Street	ca. 1915	2.5 story, no style, multi family	Survey/Evaluation Recommended
229	85 School Street	ca. 1880	2.5 story, Italianate, multi family	Survey/Evaluation Recommended
230	61-63 School Street	ca. 1880	2 story, no style, multi family	Survey/Evaluation Recommended
237	9 South Prospect Str	ca. 1890	2 story, Italianate/Victorian Eclectic, single family	Survey/Evaluation Recommended
247	30 Summit Street	ca. 1885	2.5 story, Italianate, multi family	Survey/Evaluation Recommended
248	34 Summit Street	ca. 1905	2.5 story, no style, multi family	Survey/Evaluation Recommended
281	105 Summit Street	ca. 1882-1892	2.5 story, no style, single family	Survey/Evaluation Recommended
303	60 Taunton Avenue	ca. 1882-1895	2-story, Queen Anne, multi family	Survey/Evaluation Recommended
305	80 Taunton Avenue	ca. 1860	2-story, Italianate, religious	Survey/Evaluation Recommended
312	112 Taunton Avenue	1950 cornerstone	1-story, no style, religious	Survey/Evaluation Recommended
315	130-154 Taunton Avenue	ca. 1935	2-story, Art Deco, commercial	Survey/Evaluation Recommended
316	147 Taunton Avenue	1919	Monument, Bronze statue of union soldier	Survey/Evaluation Recommended
326	1 Veteran's Memorial Park	ca. 1900	2 story, no style, single family	Survey/Evaluation Recommended
347	50-52 Walnut Street	ca. 1910	2.5 story, no style, multi family	Survey/Evaluation Recommended
352	60 Walnut Street	ca. 1905	2 story, no style, single family	Survey/Evaluation Recommended
356	68 Walnut Street	ca. 1882-1895	2.5 story, no style, multi family	Survey/Evaluation Recommended
359	76 Walnut Street	ca. 1890	2.5 story, Queen Anne, single family	Survey/Evaluation Recommended
364	88 Walnut Street	ca. 1890	2 story, Queen Anne, single family	Survey/Evaluation Recommended

Map #	Address	Date Constructed	Description Summary	Status
369	98 Walnut Street	ca. 1882-1895	2 story, Neo-Gothic Revival, multi family	Survey/Evaluation Recommended
371	103 Walnut Street	ca.1920	2.5 story, no style, multi family	Survey/Evaluation Recommended
373	106 Walnut Street	ca. 1882-1895	2.5 story, Queen Anne, multi family	Survey/Evaluation Recommended
377	120 Walnut Street	ca. 1882-1895	2.5 story, Queen Anne, multi family	Survey/Evaluation Recommended
381	39 Warren Avenue	ca.1920	2 story, Beaux Arts commercial	Survey/Evaluation Recommended
386	83 Warren Avenue	ca. 1870-1882	St. Mary's Episcopal Church - 1.5 story, Stick Style, Church Rectory	Survey/Evaluation Recommended
390	94 Warren Avenue	ca. 1885	2 story, no style, multi family	Survey/Evaluation Recommended
392	101-103 Warren Avenue	ca. 1915	3 story, no style, multi family	Survey/Evaluation Recommended
402	123 Warren Avenue	ca. 1910	2 story, no style, single family	Survey/Evaluation Recommended
413	171 Warren Avenue	ca. 1900	2.5 story, Eastlake, multi family	Survey/Evaluation Recommended
428	227 Warren Avenue	ca. 1905	2 story, no style, single family	Survey/Evaluation Recommended
429	229-233 Warren Avenue	ca. 1930	1 story, Spanish Eclectic, commercial	Survey/Evaluation Recommended
441	263 Warren Avenue	ca. 1910	2 story, Victorian Electic/Colonial Revival style single family	Survey/Evaluation Recommended
458	338 Warren Avenue	ca. 1875	2 story, Second Empire, multi family	Survey/Evaluation Recommended
481	28 Water Street	ca. 1905	2.5 story, no style, commercial	Survey/Evaluation Recommended

Appendix B

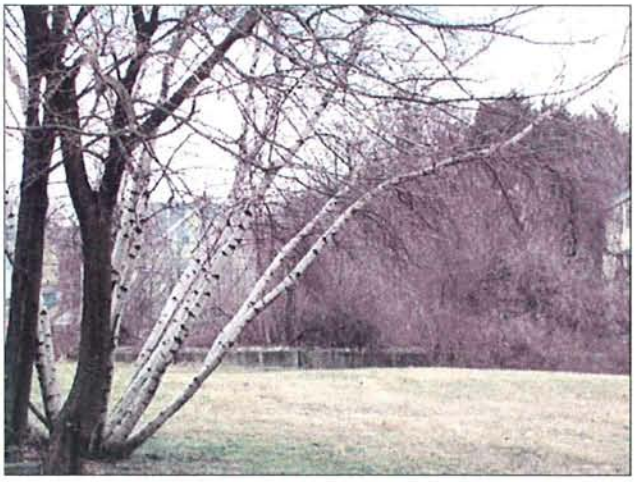
PHOTOGRAPHS

Map #1, 22 1st Street

Map #2, 25 1st Street

Map #3, 29 1st Street

Map #4, 38 1st Street



Map #5, 51 1st Street

Map #6, 54 1st Street

Map #7, 80 1st Street

Map #8, 81 1st Street

Map #9, 82 1st Street

Map #10, 87 1st Street

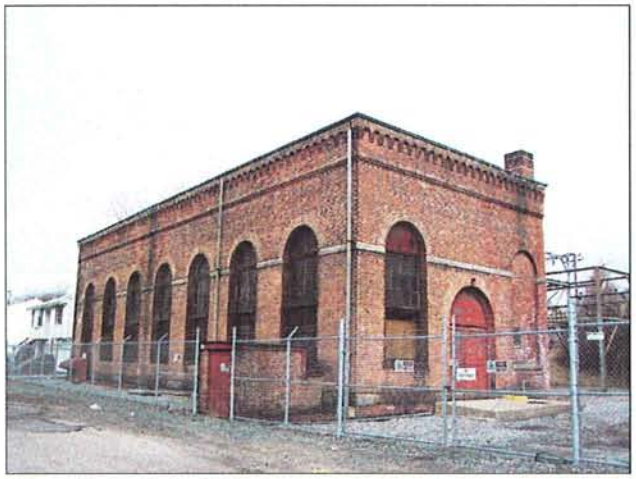
Map #11, 89 1st Street

Map #12, 95 1st Street

Map #13, 98 1st Street

Map #14, 102 1st Street

Map #15, 53-55 2nd Street



Map #16, 54 2nd Street

Map #17, 63-65 2nd Street

Map #18,67-69 2nd Street

Map #19, 69 2nd Street

Map #20, 74 2nd Street

Map #21, 78 2nd Street

Map #22, 81 2nd Street

Map #23, 94 2nd Street

Map #24, 10-12 4th Street

Map #25, 14 4th Street

Map #26, 15 4th Street

Map #27, 18 4th Street

Map #28, 21-23 4th Street

Map #29, 22-24 4th Street

Map #30, 27? 4th Street

Map #31, 33 4th Street

Map #32, 35 4th Street

Map #33, 21 Agnes Street

Map #34, 35 Agnes Street

Map #35, 45 Agnes Street

Map #36, 55 Agnes Street

Map #37, 115 Agnes Street

Map #38, 121-123 Agnes Street

Map #39, 5 Alford Street

Map #40, 6 Anthony Street

Map #41, 16 Anthony Street

Map #42, 24 Anthony Street

Map #43, 28 Anthony Street

Map #44, 31 Anthony Street

Map #45, 32 Anthony Street

Map #46, 5-7 Berkeley Street

Map #47, 12 Boston Street

Map #48, 16 Boston Street

Map #49, 939 Broadway

Map #50, 943 Broadway

Map #51, 969 Broadway

Map #52, 12 Burgess Avenue

Map #53, 14 Burgess Avenue

Map #54, 18 Burgess Avenue

Map #55, 25 Burgess Avenue

Map #56, 26-28 Burgess Avenue

Map #57, 29 Burgess Avenu

Map #58, 30 Burgess Avenue

Map #59, 49-51 Burgess Avenue

Map #60, 52 Burgess Avenue

Map #61, 54 Burgess Avenue

Map #62, 58 Burgess Avenue

Map #63, 61 Burgess Avenue

Map #64, 62 Burgess Avenue

Map #65, 65 Burgess Avenue

Map #66, 66 Burgess Avenue

Map #67, 69 Burgess Avenue

Map #68, 70 Burgess Avenue

Map #69, 73 Burgess Avenue

Map #70, 76 Burgess Avenue

Map #71, 77 Burgess Avenue

Map #72, 81 Burgess Avenue

Map #73, 85 Burgess Avenue

Map #74, 89 Burgess Avenue

Map #75, 93 Burgess Avenue

Map #76, 4-6 Carpenter Street

Map #77, 5 Carpenter Street

Map #78, 7 Carpenter Street

Map #79, 8-10 Carpenter Street

Map #80, 15 Carpenter Street

Map #81, 3-5 Cobb Street

Map #82, 9 Cobb Street

Map #83, 27 Cobb Street

Map #84, 29 Cobb Street

Map #85, 32 Cobb Street

Map #86, 37 Cobb Street

Map #87, 45 Cobb Street

Map #88, 50 Cobb Street

Map #89, 53 Cobb Street

Map #90, 54 Cobb Street

Map #91, 57 Cobb Street

Map #92, 12-14 Cross Street

Map #93, 15 Cross Street

Map #94, 17 Donnelly Street

Map #95, 18 Donnelly Street

Map #96, 156-158 Freeborn Avenue

Map #97, 44-46 Freeborn Street

Map #98, 48 Freeborn Street

Map #99, 52 Freeborn Street

Map #100, 56 Freeborn Street

Map #101, 60 Freeborn Street

Map #102, 64 Freeborn Street

Map #103, 68 Freeborn Street

Map #104, 78 Freeborn Street

Map #105, 96 Freeborn Street

Map #106, 126 Freeborn Street

Map #107, 128 Freeborn Street

Map #108, 132 Freeborn Street

Map #109, 144 Freeborn Street

Map #110, 152 Freeborn Street

Map #111, 154 Freeborn Street

Map #112, 160 Freeborn Street

Map #113, 166 Freeborn Street

Map #114, 172-174 Freeborn Street

Map #115, 180 Freeborn Street

Map #116, 184-186 Freeborn Street

Map #117, 196 Freeborn Street

Map #118, 220 Freeborn Street

Map #119, 224 Freeborn Street

Map #120, 226 Freeborn Street

Map #121, 232 Freeborn Street

Map #122, 1 Grove Avenue

Map #123, 12 Henry Street

Map #124, 129 Hull Street

Map #125, 133 Hull Street

Map #126, 134-136 Hull Street

Map #127, 137 Hull Street

Map #128, n/a I-195

Map #129, n/a I-195

Map #130, n/a I-195

Map #131, 38 Juniper Street

Map #132, 116 Juniper Street

Map #133, 122 Juniper Street

Map #134, 129 Juniper Street

Map #135, 136 Juniper Street

Map #136, 49-51 Lyon Avenue

Map #137, 18-20 Lyon Street

Map #138, 19 Lyon Street

Map #139, 27 Lyon Street

Map #140, n/a Lyon Street

Map #141, 99 Mauran Street

Map #142, 104 Mauran Street

Map #143, 110 Mauran Street

Map #144, 116 Mauran Street

Map #145, 117 Mauran Street

Map #146, 118 Mauran Street

Map #147, 135 Mauran Street

Map #148, 138 Mauran Street

Map #149, 144 Mauran Street

Map #150, 145-147 Mauran Street

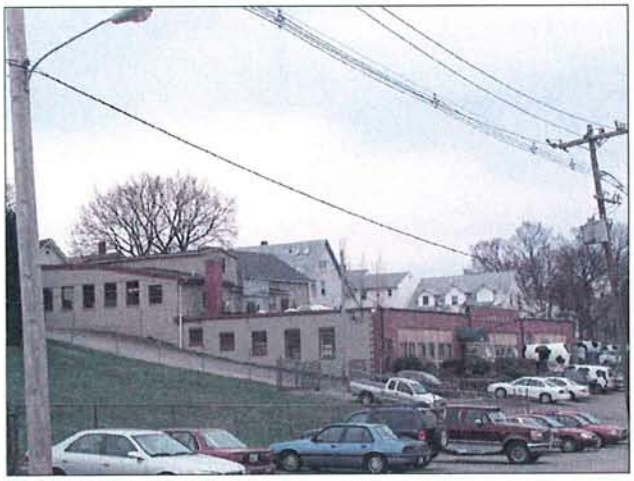
Map #151, 146-148 Mauran Street

Map #152, 149 Mauran Street

Map #153, 150-152 Mauran Street

Map #154, 153-155 Mauran Street

Map #155, 154-156 Mauran Street



Map #156, 151 North Brow Street

Map #157, 48 North Carpenter Street

Map #158, 50 North Carpenter Street

Map #159, 55 North Carpenter Street

Map #160, 217-219 North County

Map #161, 218 North County

Map #162, 222 North County

Map #163, 38-40 North Phillips Street

Map #164, 41 North Phillips Street

Map #165, 42 North Phillips Street

Map #166, 37 North Prospect Street

Map #167, 38 North Prospect Street

Map #168, 42 North Prospect Street

Map #169, 43 North Prospect Street

Map #170, 46 North Prospect Street

Map #171, 30-40 North Sharon Street

Map #172, 35 North Sharon Street

Map #173, 36 North Sharon Street

Map #174, 37 North Sharon Street

Map #175, 53 Oakley Street

Map #176, 79 Oakley Street

Map #177, 9 Orchard Street

Map #178, 10 Orchard Street

Map #179, 13 Orchard Street

Map #180, 22 Orchard Street

Map #181, 24 Orchard Street

Map #182, 25 Orchard Street

Map #183, 27 Orchard Street

Map #184, 30 Orchard Street

Map #185, 32 Orchard Street

Map #186, 34 Orchard Street

Map #187, 38 Orchard Street

Map #188, 39 Orchard Street

Map #189, 40 Orchard Street

Map #190, 42-44 Orchard Street

Map #191, 9 Pier Road

Map #192, n/a Pier Road

Map #193, 7 Potter Street

Map #194, 11 Potter Street

Map #195, 33 Potter Street

Map #196, 36-38 Potter Street

Map #197, 39 Potter Street

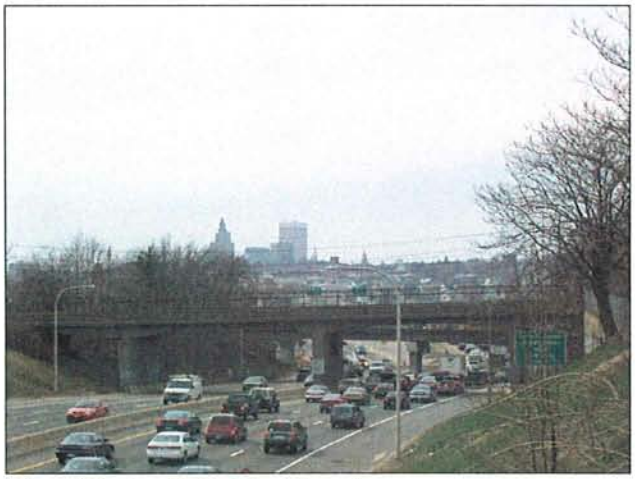
Map #198, 47 Potter Street

Map #199, 48 Potter Street

Map #200, 48A Potter Street

Map #201, 55 Potter Street

Map #202, 61 Potter Street



Map #203, n/a Potter Street

Map #204, 15 Purchase Street

Map #205, 12 Purchase Street

Map #206, 49-51 Purchase Street

Map #207, 42 Purchase Street

Map #208, 43 Purchase Street

Map #209, 46 Purchase Street

Map #210, 47 Purchase Street

Map #211, 55 Purchase Street

Map #212, 56 Purchase Street

Map #213, 59 Purchase Street

Map #214, 60 Purchase Street

Map #215, 63 Purchase Street

Map #216, 9 Purchase Street

Map #217, n/a Purchase Street

Map #218, 130 Quarry Street

Map #219, 0 School Street

Map #220, 7 School Street

Map #221, 15 School Street

Map #222, 17-19 School Street

Map #223, 25 School Street

Map #224, 29 School Street

Map #225, 35 School Street

Map #226, 49 School Street

Map #227, 53-55 School Street

Map #228, 57-59 School Street

Map #229, 85 School Street

Map #230, 61-63 School Street

Map #231, 14 Slocum Street

Map #232, ??? South Brow Street

Map #233, 255 South County Street

Map #234, 8 South Phillips Street

Map #235, 12 South Phillips Street

Map #236, 15 South Phillips Street

Map #237, 9 South Prospect Street

Map #238, 10 South Prospect Street

Map #239, 14 South Prospect Street

Map #240, 15 South Prospect Street

Map #241 10-12 South Sharon Street.

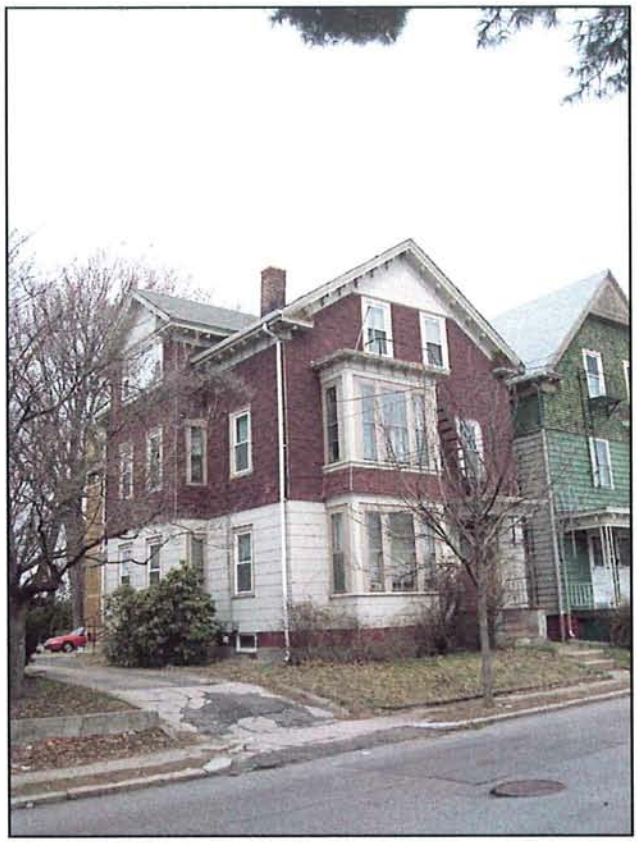
Map #242 14-16 South Sharon Street.

Map #243 10-12 Summit Street.

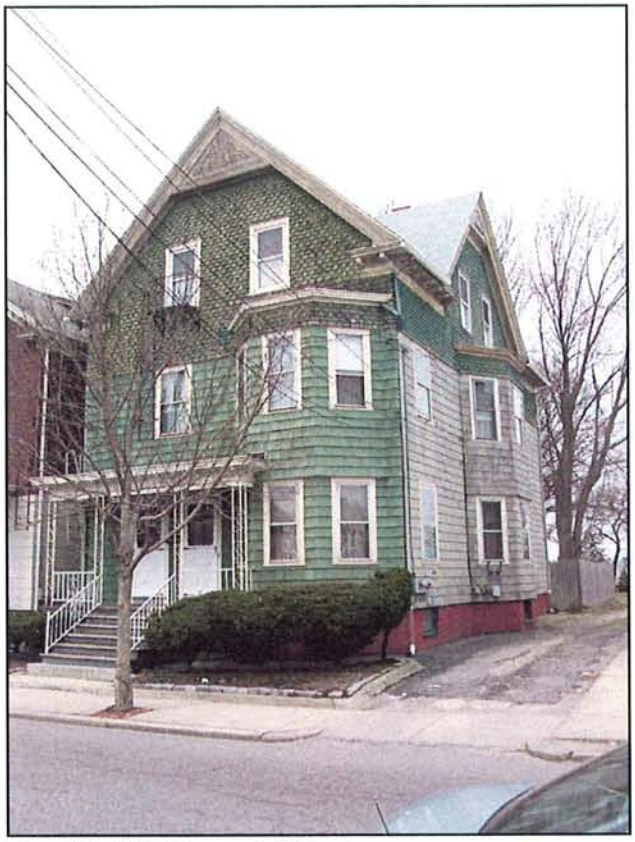
Map #244 20 Summit Street.

Map #245 25 Summit Street.

Map #246 26 Summit Street.



Map #247 30 Summit Street.



Map #248 34 Summit Street.

Map #249 37 Summit Street.

Map #250 38 Summit Street.

Map #251 39 Summit Street.

Map #252 40-44 Summit Street.

Map #253 43 Summit Street.

Map #254 46 Summit Street.

Map #255 47 Summit Street.

Map #256 49 Summit Street.

Map #257 50 Summit Street.

Map #258 54 Summit Street.

Map #259 58 Summit Street.

Map #260 59 Summit Street.

Map #261 62 Summit Street.

Map #262 63 Summit Street.

Map #263 66 Summit Street.

Map #264 67 Summit Street.

Map #265 70 Summit Street.

Map #266 73 Summit Street.

Map #267 74 Summit Street.

Map #268 77 Summit Street.

Map #269 81 Summit Street.

Map #270 82 Summit Street.

Map #271 83-85 Summit Street.

Map #272 86 Summit Street.

Map #273 89 Summit Street.

Map #274 91 Summit Street.

Map #275 92 Summit Street.

Map #276 93-95 Summit Street.

Map #277 97 Summit Street.

Map #278 98 Summit Street.

Map #279 99 Summit Street.

Map #280 102 Summit Street.

Map #281 105 Summit Street.

Map #282 106 Summit Street.

Map #283 109 Summit Street.

Map #284 110 Summit Street.

Map #285 111 Summit Street.

Map #286 114-116 Summit Street.

Map #287 117 Summit Street.

Map #288 118 Summit Street.

Map #289 121 Summit Street.

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Map #291 125 Summit Street.

Map #292 129 Summit Street.

Map #293 130 Summit Street.

Map #294 134 Summit Street.

Map #295 136 Summit Street.

Map #296 137 Summit Street.

Map #297 141 Summit Street.

Map #298 145 Summit Street.

Map #300 149 Summit Street.

Map #301 150 Summit Street.

Map #302 152 Summit Street.

Map #303 60 Taunton Avenue.

Map #304 68 Taunton Avenue.

Map #305 80 Taunton Avenue.

Map #306 81 Taunton Avenue.

Map #307 84 Taunton Avenue.

Map #308 87 Taunton Avenue.

Map #309 91 Taunton Avenue.

Map #310 95 Taunton Avenue.

Map #311 99 Taunton Avenue.

Map #312 112 Taunton Avenue.

Map #313 118 Taunton Avenue.

Map #314 124 Taunton Avenue.

Map #315 130-154 Taunton Avenue.

Map #316 147 Taunton Avenue.

Map #317 445 Taunton Avenue.

Map #318 36 Teofilo Braga Way.

Map #319 40 Teofilo Braga Way.

Map #320 74-84 Valley Street.

Map #321 90 Valley Street.

Map #322 125-129 Valley Street.

Map #323 160 Valley Street.

Map #324 175 Valley Street.

Map #325 213 Valley Street.

Map #326 1 Veteran's Memorial Parkway.

Map #327 30 Veteran's Memorial Parkway.

Map #328 n/a Veteran's Memorial Parkway.

Map #329 15 Vine Street.

Map #330 20 Vine Street.

Map #331 4 Walnut Street.

Map #332 6-8 Walnut Street.

Map #333 10-12 Walnut Street.

Map #334 20-22 Walnut Street.

Map #335 23 Walnut Street.

Map #336 24 Walnut Street.

Map #337 25-27 Walnut Street.

Map# 338 29 Walnut Street.

Map# 339 30 Walnut Street.

Map# 340 33 Walnut Street.

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Map# 343 40 Walnut Street.

Map# 344 41 Walnut Street.

Map# 345 44 Walnut Street.

Map# 346 47 Walnut Street.

Map# 347 50-52 Walnut Street.

Map# 348 51 Walnut Street.

Map# 349 55 Walnut Street.

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Map# 351 59 Walnut Street.

Map# 352 60 Walnut Street.

Map# 353 61-63 Walnut Street.

Map# 354 64 Walnut Street.

Map# 355 65 Walnut Street.

Map# 356 68 Walnut Street.

Map# 357 71 Walnut Street.

Map# 358 75 Walnut Street.

Map# 359 76 Walnut Street.

Map# 360 79 Walnut Street.

Map# 361 83 Walnut Street.

Map# 362 85 Walnut Street.

Map# 363 87 Walnut Street.

Map# 364 88 Walnut Street.

Map# 365 89-91 Walnut Street.

Map# 366 92 Walnut Street.

Map# 367 95 Walnut Street.

Map# 368 96 Walnut Street.

Map# 369 98 Walnut Street.

Map# 370 99 Walnut Street.

Map# 371 103 Walnut Street.

Map# 372 105 Walnut Street.

Map# 373 106 Walnut Street.

Map# 374 114 Walnut Street.

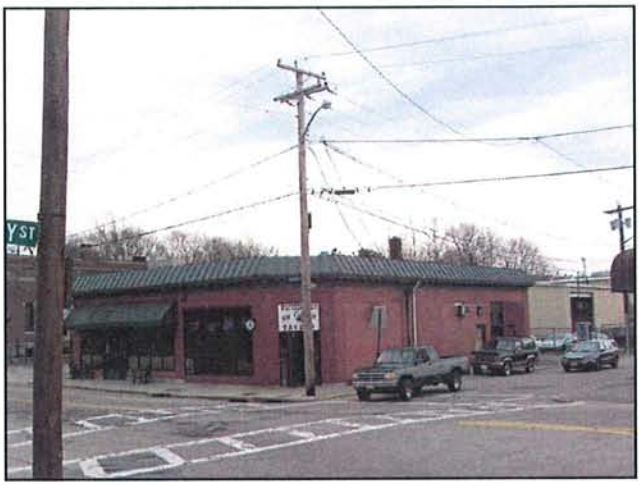
Map# 375 115 Walnut Street.

Map# 376 117-119 Walnut Street.

Map# 377 120 Walnut Street.

Map# 378 9-15 Warren Avenue.

Map# 379 29 Warren Avenue.



Map# 380 35 Warren Avenue.

Map# 381 39 Warren Avenue.

Map# 382 63-67 Warren Avenue.

Map# 383 69-71 Warren Avenue.

Map# 384 81 Warren Avenue.

Map# 385 81 Warren Avenue.

Map# 386 83 Warren Avenue.

Map# 387 85 Warren Avenue.

Map# 388 89 Warren Avenue.

Map# 389 93 Warren Avenue.

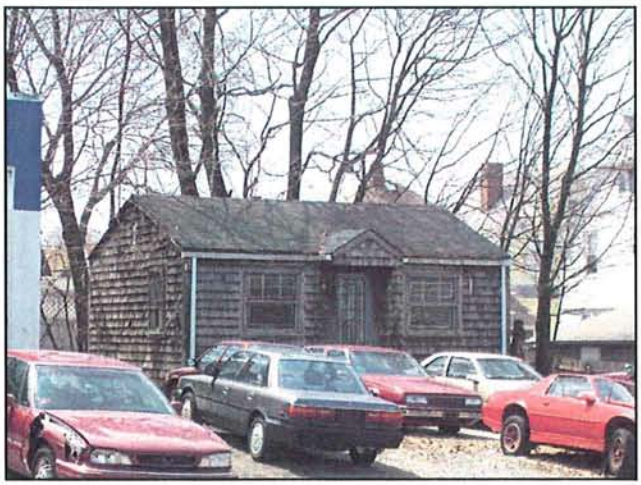
Map# 390 94 Warren Avenue.

Map# 391 99-95 Warren Avenue.

Map# 392 101-103 Warren Avenue.

Map# 393 102 Warren Avenue.

Map# 394 106-108 Warren Avenue.



Map# 395 109 Warren Avenue.

Map# 396 110-112 Warren Avenue.

Map# 397 111 Warren Avenue.

Map# 398 116 Warren Avenue.

Map# 399 117 Warren Avenue.

Map# 400 120 Warren Avenue.

Map# 401 122-124 Warren Avenue.

Map#402 123 Warren Avenue.

Map#403 125-127 Warren Avenue.

Map# 404 130 Warren Avenue.

Map# 405 131 Warren Avenue.

Map# 406 136 Warren Avenue.

Map# 407 137 Warren Avenue.

Map# 408 138 Warren Avenue.

Map# 409 139 Warren Avenue.

Map# 410 144 Warren Avenue.

Map# 411 151 Warren Avenue.

Map# 412 164 Warren Avenue.

Map# 413 171 Warren Avenue.

Map# 414 174 Warren Avenue.

Map# 415 177 Warren Avenue.

Map# 416 178-180 Warren Avenue.

Map# 417 183 Warren Avenue.

Map# 418 185-187 Warren Avenue.

Map# 419 192-194 Warren Avenue.

Map# 420 200-202 Warren Avenue.

Map# 421 208 Warren Avenue.

Map# 422 209 Warren Avenue.

Map# 423 211-213 Warren Avenue.

Map# 424 216 Warren Avenue.

Map# 425 217 Warren Avenue.

Map# 426 221 Warren Avenue.

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Map# 428 227 Warren Avenue.

Map# 429 229-233 Warren Avenue.

Map# 430 234 Warren Avenue.

Map# 431 236 Warren Avenue.

Map# 432 245 Warren Avenue.

Map# 433 245? Warren Avenue.

Map# 434 250 Warren Avenue.

Map# 435 254 Warren Avenue.

Map# 436 256 Warren Avenue.

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Map# 445 275 Warren Avenue.

Map# 446 279 Warren Avenue.

Map# 447 278 Warren Avenue.

Map# 448 281 Warren Avenue.

Map# 449 289 Warren Avenue.

Map# 450 293-295 Warren Avenue.

Map# 451 301 Warren Avenue.

Map# 452 304 Warren Avenue.

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Map# 454 312 Warren Avenue.

Map# 455 321 Warren Avenue.

Map# 456 323 Warren Avenue.

Map# 457 337 Warren Avenue.

Map# 458 338 Warren Avenue.

Map# 459 349 Warren Avenue.

Map# 460 353 Warren Avenue.

Map# 461 354 Warren Avenue.

Map# 462 357 Warren Avenue.

Map# 463 376 Warren Avenue.

Map# 464 379 Warren Avenue.

Map# 465 380 Warren Avenue.

Map# 466 384 Warren Avenue.

Map# 467 386-388 Warren Avenue.

Map# 468 391 Warren Avenue.

Map# 469 395 Warren Avenue.

Map# 470 397 Warren Avenue.

Map# 471 409 Warren Avenue.

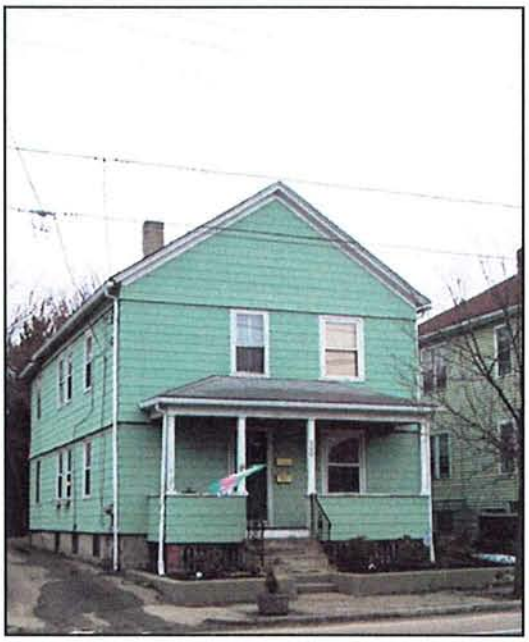
Map# 472 411-413 Warren Avenue.

Map# 473 415 Warren Avenue.

Map# 474 450 Warren Avenue.

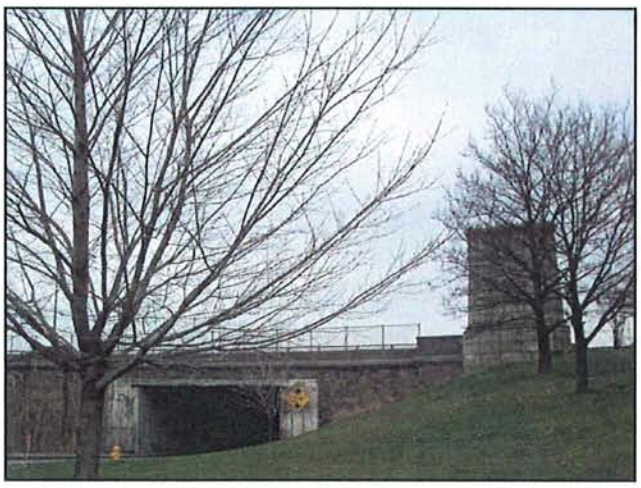
Map# 475 468 Warren Avenue.

Map# 476 472-474 Warren Avenue.



Map# 477 500 Warren Avenue.

Map# 478 92 Warren Avenue.



Map# 479 n/a Warren Avenue.

Map# 480 n/a Warren Avenue.

Map# 481 28 Water Street.

Map# 482 25 Water Street.

Map# 485 n/a Water Street.

Map# 486 3 Wellington Street.

Map# 487 9-13 Wellington Street.

Map# 488 17-19 Winsor Street.

Map# 489 26-28 Winsor Street.

Map# 490 30-32 Winsor Street.

Appendix C

PROJECT CORRESPONDENCE

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
Old State House • 150 Benefit Street • Providence, R.I. 02903-1209
TEL (401) 222-2678 FAX (401) 222-2968
TTY (401) 222-3700 Website www.preservation.ri.gov

February 23, 2007

Mr. Edward S. Szymanski
Associate Chief Engineer
Office of Environmental Programs
Rhode Island Department of Transportation
2 Capitol Hill
Providence, RI 02903

Re: Improvements to the I-195/Taunton Avenue/Warren Avenue Interchange
East Providence

Dear Mr. Szymanski:

The Rhode Island Historical Preservation and Heritage Commission staff has reviewed the draft Phase I survey of historic resources that you have provided for this project. This survey, which was prepared by the Public Archaeology Laboratory, covers a T-shaped area of potential effect that extends north and south of the existing interchange and eastward along the Warren Avenue corridor to Broadway. We have the following comments

Area of Potential Effect - This is a large area that includes an estimated 490 properties. As we have not seen conceptual designs or any indication of the nature of the improvements that are being considered, we cannot comment on whether the area of potential effect has been appropriately defined. We concur that further cultural resource evaluations should not be conducted until a more exact area of potential effect has been defined.

Historic Context – The historic context section provides a through account of the historical development of the project area and its salient characteristics. The project area occupies the heart of the Watchemoket neighborhood, which became the center of East Providence's urban development in the late 19th century. With its nucleus at Watchemoket Square, the intersection of Warren and Taunton Avenues, the area was characterized by commercial and institutional growth along Warren Avenue and Taunton Avenue, industrial activities along the waterfront and dense residential development spreading out to the north, south and east.

Survey Results – The authors surveyed 490 properties in the project area, providing a photograph, a brief description and a map location for each. Out of these, they have identified two National Register-listed properties and three properties that have been determined eligible for the National Register. We concur with these findings.

The authors recommend thirty-nine buildings out of the remaining properties for additional research to determine National Register eligibility. We agree that there are properties in the project area that warrant further research. However, the list of properties to be studied needs to

be refined based upon a clearer assessment of their potential for meeting National Register criteria as individual properties or as resources within a historic district.

As reported in the historic context section, the Watchemoket neighborhood is mostly made up of standard middle class and working class housing, with relatively few buildings that possess exceptional architectural character. Buildings of this type are best understood as parts of a larger whole, and they are most commonly placed on the National Register in historic districts, not as individually significant resources. Large parts of Watchemoket possess the historical significance to be considered as historic districts; unfortunately, the majority of the buildings have lost their historical integrity due to alterations and use of non-historic materials. The buildings that retain their architectural integrity are few in number and generally isolated. We do not see any obvious areas that possess the integrity needed for consideration as potential historic districts. The one exception to this is in the vicinity of Potter and School Streets, where there is a small concentration of early houses whose architectural integrity is less compromised. Except in this one location, it appears that the neighborhood's historic resources would need to possess individual significance to meet the criteria for National Register listing.

Given these conditions, we have identified the following properties as ones that would merit further evaluation for individual listing or as part of a School Street-Potter Street historic district.

Narragansett Electric Company Substation, 54 Second Street (16)
18 Fourth Street (27)
12 Boston Street (47)
King House, 10 Orchard Street (178)
33 Potter Street (195)
Sacred Heart School, 56 Purchase Street (212)
30 Summit Street (247)
34 Summit Street (248)
105 Summit Street (281)
60 Taunton Avenue (303)
Second Baptist Church, 80 Taunton Avenue (305)
Sacred Heart Church, 112 Taunton Avenue (312)
130-154 Taunton Avenue (315)
Memorial to Bucklin Post No. 20, Taunton Avenue (316)
60 Walnut Street (352)
68 Walnut Street (356)
88 Walnut Street (364)
98 Walnut Street (369)
106 Walnut Street (373)
Industrial National Bank, 39 Warren Avenue (381)
St. Mark's Rectory 83 Warren Avenue (386)
171 Warren Avenue (413)
227-233 Warren Avenue (429)
Former Oyster Packing House, 28 Water Street (481)

School Street-Potter Street Vicinity
7 Potter Street (193)
11 Potter Street (194)
49 School Street (226)

53-55 School Street (227)
57-59 School Street (228)
61-63 School Street (230)
85 School Street (229)
0 School Street (219)
94 Warren Avenue (390)

We also have the following textual comments.
The photograph of 60 Walnut Street (352) is missing.
The location of 171 Warren Avenue (413) is shown on the wrong side of Ninth Street in Figure 4-1.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions or comments, please contact Richard E. Greenwood, Project Review Coordinator of this office.

Very truly yours,

Edward F. Sanderson
Executive Director
Deputy State Historic
Preservation Officer

Cc: Barry Simpson, RIDOT
Jeanne Boyle, East Providence Planning Dept.
Nancy Moore, East Providence Historical Society

(070223.02)

EH-394

City of East Providence

CITY HALL
145 TAUNTON AVENUE
EAST PROVIDENCE, RHODE ISLAND 02914-4505

EAST PROVIDENCE
HISTORIC PROPERTIES
COMMISSION

RECEIVED
FEB 16 2007

January 30, 2007

Michael Hebert
RIDOT
Two Capitol Hill
Providence, RI 02903

Dear Mr. Hebert:

Thank you for opportunity to comment on the report titled, "I-195/Taunton Avenue/Warren Avenue Interchange, Technical Memorandum No. 3, Historical and Archaeological Documentation". It is a very thorough report and will be used as a reference by the East Providence Historic Properties Commission.

After meeting with members of the City Planning Department and members of the Commission, it is our opinion that the preservation or relocation of the structure located at 1 Veteran's Memorial Parkway (referenced as map # 326) would be beneficial to the City. This structure appears to be in good condition and represents a historic architectural style that is significant at a local level.

We concur with the report's findings of the structures identified for future evaluation however, due to limited resources presently available to the Commission we cannot commence future studies. We may send a letter to the owners of the 38 properties notifying them that their properties may be of historic value and seek their assistance in further study. This Commission also concurs with the findings of the report regarding the two (2) properties identified as being eligible for National Registry, we see no cause for concern or delay. We are in the process of contacting City and State Officials requesting the status of the draft nomination process of the Veteran's Memorial Parkway. Please keep us informed of the progress of improvements to the 1-195/Tuanton Avenue/Warren Avenue Interchange, especially any discussion or consideration of preserving the structure located at 1 Veteran's Memorial Parkway.

TEL (401) 435-7531
FAX (401) 435-7611
TDD (401) 431-1633

Sincerely,

Dean W. Martineau 01.30.07

Dean W. Martineau, Chairman
dmartineay@att.net
(401) 338-2108

Cc: Jeanne M. Boyle, Planning Director
James Moran, Principal Planner
Joseph Giordano, GRA, Inc.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
Old State House • 150 Benefit Street • Providence, R.I. 02903-1209
TEL (401) 222-2678 FAX (401) 222-2968
TTY (401) 222-3700 Website www.preservation.ri.gov

February 16, 2005

Ms. Jeanne Boyle
Director
Department of Planning
145 Taunton Avenue
East Providence, RI 02914-4505

Re: Improvements to the I-195/Taunton Avenue/Warren Avenue Interchange
East Providence

Dear Ms. Boyle:

The Rhode Island Historical Preservation and Heritage Commission staff has reviewed the informational brochure for the environmental assessment to be completed for the above-referenced project. The general project area encompasses the area historically known as Watchemoket Square, which was a major urban node up until the construction of Route 195. The RIHP&HC surveyed this area, along with the rest of the city in 1976. Our survey files show that the project area contains properties that are listed on the National Register of Historic Places, eligible for the National Register or worthy of further consideration for National Register status.

The listed properties include Oddfellow's Hall, 63-67 Warren Avenue, and St. Mary's Episcopal Church, 83 Warren Avenue. The Veterans Memorial Parkway is considered eligible for listing on National Register. Properties that are worthy of National Register evaluation include the former Industrial National Bank, 39 Warren Avenue, the Narragansett Electric substation at Mauran and Second Streets, and the former oyster packing house on Water Street.

It is possible that there may be other properties here that require National Register evaluation. Once a more exact project impact area is defined, the area should be reassessed to insure that all significant historic properties have been identified.

With regard to archaeological resources, it appears that the soils in the general project area have been extensively disturbed by development and have a low sensitivity for significant resources. This should be confirmed once a more exact project impact area is defined.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions please contact Richard Greenwood, Project Review Coordinator of this office.

Very truly yours,

Richard E. Greenwood

Edward F. Sanderson
Executive Director
Deputy State Historic
Preservation Officer

Cc: Michael Hebert, RIDOT

(050216.03)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
Old State House • 150 Benefit Street • Providence, R.I. 02903-1209
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TTY (401) 222-3700 Website www.preservation.ri.gov

May 9, 2007

Mr. Edward S. Szymanski
Associate Chief Engineer, Office of Environmental Programs
Rhode Island Department of Transportation
2 Capitol Hill
Providence, RI 02903

Attn: Michael Hebert

Re: Improvements to the I-195/Taunton Avenue/Warren Avenue Interchange
East Providence

Dear Mr. Szymanski:

The Rhode Island Historical Preservation and Heritage Commission staff has reviewed a revised draft of the Phase I survey of historic resources for this project. This revised draft has been prepared by the Public Archaeology Laboratory to address our comments of February 23, 2007 as well as the comments of the East Providence Historic Properties Commission. We have also reviewed additional information on the project as a whole that has enabled us to evaluate the limits of the area of potential effect.

We have concluded from our review that our comments on the earlier draft have been successfully addressed in the revised draft and that the area of potential effect is adequate. We continue to find that further cultural resource evaluations should not be conducted until a more exact area of potential effect has been defined. Now that we have received a draft Environmental Assessment of the project, we will be reviewing the document and will submit additional comments with regard to the potential effects to cultural resources.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions or comments, please contact Richard E. Greenwood, Project Review Coordinator of this office.

Very truly yours,

Edward F. Sanderson
Executive Director
Deputy State Historic Preservation Officer

Cc: Jeanne Boyle, East Providence Planning Dept.

(070509.03)

Figure 4-1. Location of all surveyed resources within the I-195 Taunton Avenue/Warren Avenue Interchange project APE, East Providence, RI.